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AND

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DEATHS.

At the Peak Hospital, Hongkong, on the 3rd inst., J. F. TÖRNER, of Hemsö, Sweden, I. M. Customs, Kowloon, aged 23 years. [1313]
On the 4th June, at East Point Sugar Refinery, DAVID SYMINGTON, aged 27 years; a native of Greenock, Scotland. [1321]
At the Shanghai General Hospital, on the 28th May, ALPHONSE MARTEL, aged 58 years.

ARRIVALS OF MAILS.

The Canadian mail of the 12th May arrived, per C. P. steamer *Empress of China*, on the 2nd June (21 days); the American mail of the 11th May arrived, per O. & O. steamer *Doric*, on the 6th June (26 days); and the French mail of the 7th May arrived, per M. M. steamer *Oceanien*, on the 8th June (32 days).

EPITOME OF THE WEEK.

An Imperial post office is being built at Tientsin.

The Imperial Chinese Telegraphs' stations at Changsha and Yochou in Hunan were opened for traffic on the 29th May.

A hurricane and dust storm swept over Tientsin on the 25th May, in which a house under construction on the French Concession was blown down and other damage was done.

A Tokyo despatch states that the foreign banks in Yokohama have decided to accept Japanese public bonds and shares in certain Japanese companies as security against advances.

H.E. Lu Hai-hung, ex-Taotai of Chinkiang and now Minister-designate to Germany and Austria, arrived at Shanghai from Soochow a few days ago and was to leave for Peking for audience on the 5th June.

A Tokyo press despatch of the 27th May states that the new Treaty with Spain has been ratified by the Emperor. The ratification of this and the Portuguese Treaty will be forwarded to the Japanese Minister in Paris for exchange.

It is understood that the Shanghai Watch Committee have recommended that Major Mackenzie should resign his commission as Commandant of the Volunteer Corps, on the ground that it interferes with his duties as Captain Superintendent of Police.

A telegram from the Japanese Consul at Vancouver, dated the 25th May, states that the Parliament of British Columbia has adopted a Bill proposing to prohibit the employment of Japanese labourers on all works which require special Government sanction.

According to a Peking despatch H.I.M. the Empress-Dowager returned to the Forbidden City from the Lake Palaces on the 25th May. The reason for this is said to be consideration for the convenience of the Emperor, who every few days deems it necessary to visit the Empress-Dowager to pay his obeisance, the distance from the Western Gate of Peking to Eho Park being quite ten miles.—*N. C. Daily News*.

The *China Gazette* of the 31st May says:—Mr. de Rijke, the expert in river and harbour work, has arrived from Japan and is making active preparations for the scientific survey of the bar and report on same. He has had to obtain permission from the Japanese Government to undertake this work. He started operations to-day, working in a houseboat, and at present he is the guest at the hospitable P. & O. Hong on the Bund.

Owing to the distress in Shantung caused by repeated breaking of the Yellow River embankments, the Famine Relief Bureau of Shantung established last year in every large city of the empire for the purpose of collecting subscriptions, which was to have been closed last May, will have to be continued for another year. People subscribing to the fund have the privilege of official rank in proportion to the amount subscribed.—*N. C. Daily News*.

The inconvenience suffered by the passengers on the *Empress of China* by being quarantined at Victoria, B.C., was much less than the first accounts represented. The first-class passengers were not compelled to take up their quarters at the quarantine station on shore, but were accommodated on board, being allowed to go on shore at William Head when they pleased. As the Captain said in an interview, "They had a really good time, that's all. They had picnics, played golf and rounders and they also had concerts. But they were detained for seven days."

The statement made by Mr. Laurier in the House of Commons, remarks the *Vancouver Daily Advertiser*, seems to indicate that the Government will not request that Canada should be included in the scope of the Treaty recently concluded between Great Britain and Japan. It is generally understood that the Japanese Government is prepared to make concessions to Canada owing to the peculiar circumstances of the case, and the fact that the unrestricted immigration to this country of thousands of the lower class of Japanese could not but have a most detrimental effect on our own industrial classes. At the same time, under any circumstances which are likely to exist for many years, any reciprocal benefit which Canada could receive from the Treaty would be very small.

The West River ports were opened on the 3rd June, on which day the Hongkong, Canton and Macao Steamboat Co.'s steamer *Lungshan* arrived at Wuchow.

With regard to a telegram from Reuter's Agency, headed the "Belgian Loan," we are in a position to state that the loan negotiated was for 100,000,000 francs, say £4,000,000 sterling. Moreover, the conditions of the loan do not include foreign control over the Railway, which is to remain in Chinese hands; and one half of the materials are to be supplied from Chinese sources and the other moiety put up to public tender.—*Mercury*.

In native commercial circles it is said that the funds for the proposed waterworks for the native city at Shanghai will be entirely furnished by the local native charitable institutions, and that there will be no need to sell the shares of the concern in the local market. It appears that the funds of the charitable institutions in question placed at fixed deposit in the various large pawnshops amount to quite Tls. 130,000, a sum considered quite sufficient for the object in view. The Shanghai magistrate accompanied by the executive committees of the institutions in question was in the vicinity of Arsenal Reach on Saturday, 29th May, for the purpose of selecting a suitable spot for the main works.—*N. C. Daily News*.

The *Shanghai Daily Press* of the 8th May says:—The German commercial mission since arrival in China have been working in a quiet, unostentatious, yet withal a practical way. Instead of hurrying off into Szechuen, already explored and reported on by the French and British missions, they contented themselves with visiting the river ports as far as Hankow. Yesterday afternoon they were to leave for Soochow and Hangchow, to enquire thoroughly into the silk producing industry, and on their return they will visit Tientsin and Peking. The German merchants who inaugurated the mission have scored a point over their British and French rivals, inasmuch as the members of the German mission are all gentlemen of means and have come out at their own expense whilst the other missions were sent out at the cost of those associations who sent them.

The death of Mr. Ney Elias is announced by Reuter. Old residents in China will remember Mr. Ney Elias as being connected with the house of George Barnett & Co. in Shanghai in the later sixties and earlier seventies. From his earliest days he took a great interest in exploring unknown regions, which taste he was enabled to indulge in through the possession of independent means. One of his earliest achievements was a lengthy trip in the valley of the Yellow River. He was a man of considerable scientific attainments and while of an extremely modest and retiring disposition was a most genial and attractive companion. He entered the Indian Service March 20th, 1874. Served in the Yunnan Expedition, 1874-5; was appointed Political Agent at Bhamo, April 20th, 1875; and Commissioner at Ladakh, October 15th, 1877; served with the Sikkim Expedition from November 7th 1888, to February 12th, 1889. Was appointed Political Agent of the 1st Class, September 4th, 1889. Was made a C.I.E. January 2nd, 1888. Was Consul-General at Meshed from December 14th, 1891, to September, 1896.

THE RECEPTION ACCORDED TO FOREIGN AMBASSADORS IN CHINA.

Little by little the Chinese Government are learning what are the requirements of Western countries in regard to the reception of their Ambassadors, and what is meant by terms of equality. Between the ceremonial that attended the audience given to M. ISMAYLOFF, Special Ambassador from Russia, by the Emperor KANGHI, on the 28th November, 1720, and that which marked the reception accorded to the Baron LA CZIKANN, the Austro-Hungarian Minister, by the Emperor KWANG SU in May, 1897, there was indeed a marked distinction. On the first named occasion the Russian representative, although received with some cordiality, was made to feel that it was a great condescension on the part of the son of Heaven to be allowed to enter the Imperial presence; after having formally presented his credentials he and his suite were made to perform the humiliating *kotow*. Nine times the company were compelled to bow, every third time standing up and then kneeling again. This degrading ceremony has been firmly refused by the Foreign Ministers since the opening of China after the first British war, but it was the work of quite a quarter of a century to induce the EMPEROR to grant the audience within the precincts of the Prohibited City. Even up to the most recent reception every effort was made to inflict slights on the Ministers by keeping them waiting and, by holding the function in the Hall of the Tributary Nations so-called, to make it appear to the Chinese people that they were Ambassadors from vassal states bringing tribute to the Dragon Throne. According to the Peking correspondent of a Shanghai contemporary, Baron LA CZIKMANN has improved on this, and has compelled the Chinese Government to admit not only himself and his suite but quite an imposing armed escort within the precincts of the Imperial Court. The Baron in addition to his secretaries had with him a number of naval officers, and on the day of audience they set out in ten chairs, all in glittering uniform, the procession being headed by two mounted Chinese servants, while a body guard of ten Austrian soldiers, carrying their rifles, followed, two more mounted Chinese bringing up the rear. On arrival at the entrance gate of the place of audience, the guards appeared greatly alarmed at the sight of the foreign escort, and refused to allow it to pass. An altercation ensued, and it was only calmed down by the arrival of Prince CHING, President of the Tsung-li Yamen, and a number of high officials, who attempted to induce the Austrian Minister to leave the troops outside. The Baron was, however, resolute, and threatened to return to the Legation without having the audience, if his escort, which he insisted was part of the suite designed specially by his Imperial master as a compliment to the Chinese EMPEROR, were not allowed to accompany him. The Chinese Ministers strongly demurred to this request, but the Minister was inflexible, and rather than allow the ceremony, so carefully pre-arranged, to lapse, they consented to allow the escort to proceed to the Pavilion inside the precincts sacred to the Imperial Court.

This was a distinct triumph over Chinese conservatism, and it will no doubt be repeated when Prince OUKHTOMSKY, the Russian Ambassador, is received in audience at Peking. The CZAR'S Representative will take good care not to accept anything less than the dignity accorded to the Minister of the Emperor FRANCIS

JOSEPH. The time has arrived when the musty fiction of the superiority of the Central Kingdom and the occupant of the Dragon Throne over all outside nations and sovereigns will have to be formally laid aside even in Peking and by the Chinese EMPEROR himself. The humiliating defeat of the vast but inert Empire by little Japan has fairly stripped the last remnant of glamour from the tawdry pretences of Chinese splendour and strength. Because of the extent of the Empire, its extensive and varied resources, it was believed, as an article of faith, that a war with China would be long and exhausting even to a victor. But the rottenness and the corruption which have for ages reigned in the administration rendered the overthrow of the Chinese armies an easy matter by disciplined troops, and the same causes would make the partitionment or conquest of the Empire a comparatively simple task. The Russians are about to obtain a footing in Manchuria, which they will find no difficulty in rendering permanent. They have only to watch and wait, and the whole of the northern provinces will fall into the Great Bear's mouth like ripe fruit. With the completion of the great Trans-Siberian Railway a new era will dawn for North China, an era of further decay and gradual drift into the arms of Russia. Had the Chinese Imperial Government accepted the advice of foreigners twenty years ago and made great trunk railways through the Empire her crushing defeat by Japan might have been averted, and the obligations incurred to Russia would not have been necessary. It is now too late to go back. It is also, seemingly, too late to hope for timely reform, for with LI HUNG-CHANG and SHENG Taotai still to the fore and general helplessness on the part of the Grand Council, the prospect of a stronger administration being formed seems most unlikely. Like the other sick man, in the south-east corner of Europe, China may take an unconscionable time in dying, but unless some capable hands seize the reins at Peking her gradual decay and eventual dismemberment are inevitable. While therefore the loss of the substance of Chinese power is not dimly foreshadowed, the Emperor KWANG SU need feel little regret over the loss of the shadow of supremacy—never much more than a figment of the imagination—over the civilized world so long claimed for his predecessors by a vain and egotistical people. The disappearance of this futile shadow ought, had he any strength of character, to teach him to grasp more firmly the substance of power still left him as sovereign ruler of three hundred millions of subjects.

THE HARBOUR MASTER'S REPORT.

At one period last year there was some talk of commercial depression in the colony, founded on the number of ships laid up in the harbour. As a matter of fact the year was a fairly good one, as is shown by the report of the Harbour Master just issued. The reason of so many vessels being laid up is clearly accounted for in the report. "It is very apparent," says Captain RUMSEY, "that the total amount of cargo to be carried does not increase as rapidly as the tonnage available for its conveyance," principally owing to the enormous carrying capacity of a great number of the newer ships. This, combined with keen competition, places tonnage at the disposal of shippers in excess of what is actually required, consequently vessels cannot obtain full cargoes and are glad to accept low rates of freight to fill up vacant

space. The principal sufferers from such a condition of things will no doubt be the "outside" tramp steamers which occasionally appear and frequently are found laid up for want of work. During the third quarter of the year there were seven British ships aggregating 12,039 tons laid up in the harbour for periods varying from 23 to 86 days. It would naturally be much more satisfactory if full employment were offering for vessels of all descriptions, but the fact that a number of the older vessels are at times to be found laid up in the harbour cannot in itself be taken as an indication of declining trade. It seems, however, that the number of tons of cargo imported and exported did really show a slight decrease in 1896 as compared with 1897, but in the transit trade there was more than an equivalent increase. The returns given in the Harbour Master's report, valuable as they are, are not sufficiently detailed, owing to the difficulties under which they are collected, to enable an exact appraisal to be made of the real significance of the small apparent decrease in the local trade that they disclose, and we suspect that if it were possible to make a comparison of values there would be disclosed an increase instead of a decrease. At all events, no more eloquent testimony to the recent and present prosperity of the community could be found than the generous response made to the recent appeal on behalf of the Indian Famine Fund and the manner in which subscriptions to the Diamond Jubilee Fund have been flowing in. This, however, is an exceptional and extraneous piece of evidence. For keeping a record of the growth or otherwise of the colony's trade we must rely on the Harbour Master's returns, and the mercantile community is indebted to Captain RUMSEY's department for the greater fulness with which these have been presented during the past few years as compared with former years, a record now being given of the amount of cargo carried, and in some instances its description, as well as of the tonnage entering and clearing. Last year the Chamber of Commerce carpied at the character of these returns and Captain RUMSEY in his present report resents the want of appreciation displayed. He suggests that it is the duty of those who criticise to assist, if they possess the means for doing so, in preventing the returns from being anything less than accurate. "In the meanwhile," he says, "there appears no good reason for relinquishing, the attempt to present a return which though not absolutely correct, is as nearly so as circumstances will permit and which, as it stands, may be considered a useful indication of the nature and volume of the trade of the colony." This opinion is one which should secure general endorsement. On the subject of light dues, Captain RUMSEY writes rather acrimoniously. He says in effect, "Here is a valuable trade; let us tax it;" and he either cannot, or affects not to, understand the position of those who contend for the principle of a free port. He says that those from whom the phrase "freedom of the port" falls most glibly have not attempted to explain what meaning they attach to it. This is hardly in accordance with fact. What is meant by the freedom of the port is what Sir HENRY POTTINGER meant when he declared that "no manner of customs, port duties, or any other charges shall be levied . . . on any ships or vessels of whatever nation, or sailing under whatever flag, . . . or their cargoes." At that time there were

no lighthouses to be supported, and when these were established the principle embodied in the above proclamation was so far departed from that it was agreed vessels should pay dues sufficient to cover the cost and upkeep of the lights, and so the matter remained until the other day, when the Government claimed to tax shipping in aid of the general revenue. There is no obscurity in the position of either of the parties to the dispute and no ambiguity in the meaning of "freedom of the port." Those who contend for the maintenance of that freedom do so as a matter of principle and not solely with reference to the amount of the tax the Government wished to levy at first. They object to the process of whittling away a great principle being commenced; and it is better to protest at the beginning, even though the first cut be only a small one, than after the mischief has been done.

THE HARBOUR DUES COMMISSION.

The Commission issued by H.E. the Governor with reference to harbour expenditure and revenue opens up interminable lines of inquiry. It will be impossible for the Commissioners to give any intelligent reply to some of the questions put to them, and the whole affair carries with it an air of absurdity. Take, for instance, questions 6 and 7: "What proportion, if any, of the expenditure incurred by the colony on behalf of the military contribution and of barracks services contribution should be assigned to shipping?" and "What proportion, if any, of the loss resulting to the colony from the absence of Crown rents and assessed taxes on lands in the colony under naval and military occupation should be assigned to shipping?" The Commissioners may possibly take advantage of the words "if any" and at once answer "none." The Chief Justice is the Chairman of the Commission and he will no doubt look at such questions as these in the light of the legal doctrine as to indirect and remote damages. If the question of indirect expenditure on account of shipping is to be gone into, equally the question of indirect revenue must be gone into. If the shipping is to be asked to contribute to the expenditure incurred by the War Department in the acquisition of Mount Austin Hotel it might with equal force be contended that the municipal rates paid by shipping offices, insurance companies, banks, shiphandlers, etc., should in whole or part be regarded as revenue derived from shipping. In fact without the shipping trade the revenue of the colony would dwindle to microscopical proportions and there would be no funds from which to pay the salaries of the larger proportion of our expensive officials. It is also absurd to go into petty details of past expenditure and to talk of establishing sinking funds for trifles like the dredger, the hospital hulk *Hygeia*, and the Causeway Bay breakwater. The question of harbour revenue and expenditure is a large and important one and ought to be dealt with on broad, common-sense, business principles, whereas the terms of the Commission obscure it with a cloud of pettifogging details of comic opera flavour.

Messrs. Vanderstegen have secured the contract for 3,000 tons of 100-lb. rails for the Shanghai-Woosung Railway on behalf of a Belgian house, and the American Trading Company for the supply of three American locomotives.—*China Gazette*.

THE CONVERSION OF MOUNT AUSTIN HOTEL INTO BARRACKS.

I.
The sale of the Mount Austin Hotel to the Military authorities is regarded by many as a public calamity, as it no doubt is, from the point of view of the European resident community. For the garrison, on the other hand, the acquisition of such a splendid sanatorium is an unmistakeable boon, and from a strategical as well as a hygienic point of view the site possesses great value. There are, however, other sites on which a sanatorium might be erected, and the strategical considerations involved are not so vital that the military occupation of Victoria Peak can be considered absolutely essential to the safety of the colony. There is a movement on foot, we learn, aiming at the retention of the Hotel for the use of the public, and if an arrangement could be arrived at by which the military could be afforded an equally good and acceptable site for a sanatorium elsewhere it would give much satisfaction. Of this, however, we fear there is little prospect. In the first place, it is not easy to move the War Office under any circumstances, and as the decision to acquire the Mount Austin Hotel has been arrived at after long and mature consideration, and is based on good reasons from a military point of view, we can hardly expect that it will be immediately reversed out of consideration for the interests of that section of the European community that wishes to live at the Peak. It may be urged that the military could find other sites that would answer their purpose equally well, for instance, Mount Caroline or Mount Cameron, but to that the reply would probably be that all other available sites had been considered before the purchase of the Mount Austin Hotel was decided upon. Assuming, however, that the War Office was won over in principle, the financial question would still remain. A contract of sale has been entered into and if the War Office agrees to relinquish the property the purchase money will have to be found either by the public or the parties more immediately interested in the matter. As our correspondent "Colonist" reminds us, the public has already lost nearly \$500,000 on the building, and in view of that experience the prospect of floating another Company would be rather remote. \$300,000 would be required to cover the purchase of the property and a further \$100,000 for furniture, stock, and working capital, making a total of \$400,000, on which little or no return could be looked for. The hotel could not be more efficiently worked than it has been by the present proprietors, but it is understood that they have only succeeded in making it cover working expenses and the necessary allowance for depreciation, and it may be taken for granted that if they had been making large profits they would not have been desirous of selling the property. A public company would therefore have small chance of earning dividends, and as shares are generally valued in the market according to the dividends paid or expected the stock of the Company would necessarily stand at a heavy discount. It is of little use trying to import philanthropic considerations into public company matters, and in the present case the philanthropic feelings of the investing public would certainly not be stirred on behalf of the small and opulent section of the community who can afford to live at Mount Austin while their less fortunate fellow colonists have to bear the heat below. If the property is to

be by any means saved for civilian use—always supposing the military authorities willing to forego their bargain—it seems to us it must be principally by the efforts of the small and opulent section already referred to. If they are prepared to put up \$400,000 and to run the hotel on cooperative or club lines possibly the thing might be done; but we fear their opulence will be found to fall rather short of compliance with that requirement.

II.

In approaching the War Office with a request that it will surrender its newly acquired rights over the Mount Austin Hotel property to a Public Company with a view to the hotel being retained for public use there is only one argument that is calculated to carry the least weight, namely, that the civilian population have hitherto enjoyed the advantage of Victoria Peak as a residential area, that it would be a hardship to deprive them of it, and that the troops might be quartered elsewhere on the heights with equal advantage to the health of the men. Considerations of that kind might conceivably carry some weight with the War Office, or, if rejected by that department acting alone, might be given effect to by the Government on representations being made on behalf of the colony by the Colonial Office. We are not at all sanguine that the movement now on foot for the retention of the property for public use will be attended with success, but there is no harm in trying, and we would be extremely pleased to find that our doubts were unwarranted. Certain gentlemen are, it appears, prepared to give such financial support as would bring the floating of a Public Company within the bounds of possibility and if their efforts result in the hotel being kept open the colony will be very much indebted to them for their philanthropy. But in placing the case for the colony before the War Office there would be grave risk of wrecking it altogether if injudicious arguments were used. If it be represented that the soldier is a dangerous character from a moral or social point of view the effect would naturally be to prejudice the authorities against the petition. Although the meeting of Peak residents and others held on Saturday was private we may say that this point was very appropriately mentioned by one of the gentleman present, and that the meeting heartily endorsed the friendly remarks he made concerning the soldier. Equally mistaken would it be to represent the presence of the soldier as a sanitary danger. The water supply will suffer no more risk of contamination from the contiguity of barracks than from the contiguity of a mammoth hotel; and it seems idle to make any point of the number of individuals to be accommodated, because although it is proposed to quarter four hundred soldiers in the building, which is a considerably larger number than that of the guests and hotel staff at present residing there, no doubt the Company which it is proposed should take over the hotel would be only too pleased to provide accommodation for four hundred guests if the demand rose to such large figures, as it very possibly might do in the course of years. The whole force of the argument in favour of retaining the hotel must be directed therefore to representing the hardship of turning the civilian population out of a district which they appreciate so highly as a place of residence during the summer months and in which so many interests have become centred.

It has been said that the purchase of the Mount Austin Hotel by the military has

been effected secretly and suddenly. The allegation is incorrect. The matter has been talked about for more than two years. At one time it was supposed the idea had been dropped, but it was currently reported a month or two ago that negotiations were again in progress. Knowing the danger impending it is much to be regretted that the gentlemen now interesting themselves in the matter did not take action earlier, for all they would then have had to do in order to secure the property would have been to pay the price asked by the owner, who was desirous of selling, whereas now they have the difficult task before them of obtaining the property from an unwilling seller. Under the circumstances, girding at the military authorities seems quite uncalled for. The community had as good a chance of buying the property as the War Office had, but they failed to take advantage of it. Now that public opinion has been aroused as to the value of what has been lost we can only hope that the attempt being made to recover it may be successful, though we greatly fear the case will afford an illustration of the adage that lost opportunities never return. If that should unfortunately be so the European community will have to find new residential areas on the heights and we would appeal to Sir WILLIAM ROBINSON to devote the remaining months he has to spend amongst us to setting in train a wide and comprehensive scheme for the opening up of the more eastern hill district by the construction of roads and, if it be found feasible, of tramways also. It has been suggested to us that a tramway starting from the Plantation Road station of the present tramway, running to Magazine Gap, and thence onwards past Wanchai Gap to Wongneichong Gap, would prove a public boon by opening up extensive areas upon which hill residences might be built. If it were thought undesirable to undertake this as a Government work possibly a Public Company might be induced to undertake it if it were offered grants of land along the route from the sale of which it might ultimately recoup itself and make a profit. This system is frequently adopted for the promotion of railways in new countries and it might on consideration be found not unadapted to the development of the hill district in Hongkong.

SOLDIERS ON SUMMITS.

It may be interesting at the present time to glance at the movement which has been going on for many years past for placing the English soldier in a better position to stand tropical climates by locating him on the higher grounds in India and the colonies. The terrible death and sickness rates of the troops in the West and East Indies in past times has been the driving force moving the authorities in this matter. In India Landour in the Hills north of Deyrah was the first place in the Himalayas occupied by the soldier. This was about 1830. Simla came into our hands in the later "Thirties," and with it came Kussowlie, Subathoo, and Dughai. The annexation of the Punjab brought Murree, and eventually Dalhousie and Dharmasala, and of later years the long line of military stations on the Murree, Abbottabad Road, which now literally bristles with English soldiers. Nynee Tal and Darjeeling are also important stations, but the "soldier's friend," Lord NAPIER OF MAGDALA, by the opening up of the large stations of Ranee-Khet and Chakrata, conferred a real boon on the soldiers serving in Bengal. The same chief de-

veloped Pachmari in the Central Provinces. Wellington in the Madras Nilghirris is also an important military hill station. All these stations are from 6,000 to 7,000 feet high and to-day one-third of the English troops in India are in the Himalayas or Nilghirris, and the number is being constantly increased. In Mauritius a wholesale movement of troops has taken place to Curepipe, and the sea-level garrison of Port Louis has been reduced to a minimum. In the West Indies the name of Sir WILLIAM GOMM remains as a historic landmark, inasmuch as by the occupation of the station of Newcastle he removed the English soldier to the mountains and greatly reduced the sickness of the troops. Were it not for the necessity of keeping English troops as a final means of maintaining order near the large Indian cities fully one half or more of the troops there would be in the Hills.

It must never be forgotten that the soldier's life in the English army is one of intense climatic strain. From India there are year after year returning to England crowds of soldiers who refuse at any price to re-engage, as they find the soldier's life in India extremely hard to bear and devoid of nearly all the enjoyments of existence. How to induce them to re-engage, nay, even to enlist, is the problem of the English soldier-statesman. The word "conscription" is a very ugly one, but the words "universal service" are still less easy to digest. Fireside Imperialists who across their walnuts and their wine annex mentally whole continents to the English flag seem to forget that these annexations must be garrisoned by a voluntarily enlisted army. The modern Continental State places its pistol as it were at the head of every citizen aged twenty years and asks of him "your money or your life," and compels its citizens to garrison its distant colonies *volens volens* under conscription rules. The English people up to this date have escaped this blood tax, and they escape the risk and the wear and tear of annexation and conquest and profit in their business as the flag extends its sway. The nation escapes this terrible tax only on the policy of day by day and hour by hour investigating the causes which operate against the soldier's life and health and by doing all it can to remove or minimise these causes. So long as it does this it may enlist a volunteer army; when it fails in it the one resource is compulsory military service for all classes and all ranks. The moment conscription comes many reforms in the inner life of the soldier and his lodgment and surroundings will come by the indirect pressure of sons and brothers serving actually in the ranks of the army and enduring its drawbacks, and the presence in the ranks of highly connected men able to express their opinions and who must be listened to. Reforms so would certainly come, but at the cost of the blood-tax. Englishmen more rational see their many advantages in escaping from this servitude, and in return are as a rule willing to pay for all reasonable reforms in the soldier's life. One of those reforms in this colony is to give to the soldier and to his wife and child a share—a just and fair share—of the advantages of the higher level climate. Whether in order to do that it is necessary to dislodge any portion of the civilian community, or whether a suitable site could not be found elsewhere, is another question, already referred to in a preceding article, but even if the decision to turn the Mount Austin Hotel into barracks be adhered to we do not think residents in the neighbourhood

will find the conditions of life rendered much less agreeable by the neighbourhood of the soldier. Simla survives as a perfect social centre though the soldier lives at Jutogh, Mussoorie exists though Landour is close by it, and a great social catastrophe need not occur because our countrymen in the army come in some proportion to Victoria Peak.

ANTI-FOREIGN FEELING IN JAPAN.

A short time ago we published a translation of a report drawn up by a committee of the Haiphong Chamber of Commerce on the Franco-Japanese treaty. The report, which recommended that the treaty should not be applied to Indo-China, was unanimously adopted by the Chamber, one of the reasons advanced against the treaty being the anti-foreign feeling alleged to prevail in Japan. "This feeling," the report stated, "is disclosed in 'thousands of ways to the Europeans who visit Japan or negotiate business matters with them. It was this feeling that engendered the outrages committed by the Japanese against the CZAREWITCH when he travelled simply as a tourist in the Far East, and against LI HUNG-CHANG when he ought to have been doubly protected as an old man and a plenipotentiary of a conquered nation. This hatred of foreigners is directed to all, French and others.'" Commenting on this passage the *Japan Mail* says:—"If any events were calculated to demonstrate the non-existence of such hatred, the outrages in question were precisely those events. Had there been the slightest attempt on the part of the Japanese press to condone the acts of TSUDA SANZO and KOYAMA TOYOTARO, or the slightest indication that any section of the Japanese public approved their acts, the Haiphong Chamber's libel might be defended. But each of those lamentable outrages evoked universal and unequivocal execration. The assassin of Viscount MORI, the would-be assassin of Count OKUMA, found admirers, but not a solitary whisper of extenuation was heard in the case of the attack upon the CZAREWITCH and the Viceroy. It was left for the Haiphong Chamber of Commerce to deduce the sentiment of a nation from the acts of two solitary fanatics, such as every crisis begets in every country, and to ignore altogether the acts of the nation itself. On which side is the hatred? Frankly and honestly, can any one, after perusing this resolution of the Haiphong Chamber of Commerce, hesitate to say on which side the hatred and prejudice are really operative?" Our contemporary might also have referred in this connection to the comments of the Indo-China press on the Japanese Commissions that have recently visited that country, which the journalists appear to think have been despatched with sinister designs. Whatever may be the feeling in France, in Indo-China the rise of Japan appears to be regarded with grave alarm, we might almost say with abject fear. The reason may probably be found in the suspicion, not unfounded, that France may encounter in Japan a strong opponent of her schemes of territorial aggrandisement in the Far East, and especially in the jealousy with which Japan's acquisition of Formosa is regarded by French expansionists, who thought that the reversion of that valuable possession belonged to France. It must be admitted, however, that the statement of the Haiphong Chamber Committee as to the existence of an anti-foreign feeling in Japan

was not without warrant, although the instances adduced in support of it were ill-chosen. As the *Kobe Chronicle* says, "when one looks at the antagonism exhibited in the vernacular press and the discrimination shown by the Government with its bounty systems, and its attempt in the new Tariff to render living in Japan more difficult for foreigners, the statement does not appear to be utterly devoid of foundation." The *Japan Gazette* comments on the point as follows:—"That there is in Japan a very strong anti-foreign spirit is proved not only by the attacks on Li HUNG-CHANG and the CZAREWITCH, which must be regarded as isolated instances, but even by more recent occurrences such as the bounty to be given to Japanese silk importers to crush the resident foreigner, and a statement in one of the Japanese prints, having a wide circulation, to the effect that the people are crying, craving, and praying, for the foreigner to stay away. In a nation which thirty years or so ago was desirous of closing itself like an oyster, the survival of such a spirit is inevitable. But it is not dominant in the governing class which has assisted in working Japan's wonderful transformation, and even that which exists must year by year become less accentuated as Japan in her commercial undertakings is drawn into close and more intimate relations with foreign countries." Neither of our contemporaries refers to the continued insults offered to foreigners and the assaults perpetrated upon them in Japan, although almost every batch of papers received contains instances. These insults and assaults are no doubt the work of rowdies and are reprobated by all respectable persons in Japan, but they must nevertheless be taken as the outward expression of a very unpleasant strain of feeling running through the nation. The attacks upon the CZAREWITCH and LI HUNG-CHANG were no doubt selected by the Committee of the Haiphong Chamber on account of their more dramatic effect, but it would probably not be unfair to assume that the Committee gathered their impression of the strength of the anti-foreign feeling of which they make mention from the long record of petty assaults and insults that have come to their knowledge rather than from the two isolated instances they give of graver attacks upon notabilities.

THE LIGHT AND PASS LAW.

(5th June.)

There appears to be an impression amongst the Chinese that the recent repeal of the law requiring them to have passes when out at night also exempts them from carrying lights. This is a mistake. Section 30 of Ordinance 13 of 1888 required Chinese to have passes at night during such hours as might be fixed by the Governor in Council. That section has been repealed and another substituted for it rendering night passes necessary only when required by Order in Council. In the absence of such order passes are not required. But this section does not deal with the requirement to carry lights, which is dealt with by section 31 of Ordinance 13 of 1888. That section authorises the Governor in Council by order to direct that Chinese who are abroad at night shall during the hours specified in the order carry lights. An order made by the Governor in Council on the 20th January, 1896, requires that lights shall be carried between the hours of midnight and sunrise. That order, not having been revoked, still remains in operation and is unaffected by

the alteration of the section referring to passes, except, that, whereas under the law as it formerly existed the holders of annual or special passes were exempted, there will, when the annual or special passes already issued expire, be no exemptions, for no more passes are to be issued and consequently there will be no holders of annual or special passes. It was not, we believe, the intention of the Government to impose any new obligation upon the class to which annual and special passes have hitherto been issued, and some further action in the matter therefore seems called for. Further, as the Chinese in general seem to be labouring under an honest misapprehension as to their having been freed from the obligation to carry lights, we would suggest that a proclamation should be issued for their enlightenment, pending which the police should be instructed not to make arrests under the section unless under circumstances of exceptional suspicion. For our own part we think the order requiring lights to be carried might safely be repealed *in toto*, and if this were done as a concession to the Chinese on the occasion of the Diamond Jubilee it would afford extreme pleasure to the native community, in fact it would not be easy to find any form of Jubilee memorial that would afford the Chinese more genuine satisfaction than the repeal of a law which they regard as so obnoxious.

[Since the above appeared the Order in Council referred to has been abrogated and lights are not now required to be carried.]

SUPREME COURT.

3rd June.

IN BANKRUPTCY

BEFORE SIR JOHN CARRINGTON
(CHIEF JUSTICE.)

PUBLIC EXAMINATION OF DEBTORS.

E. E. da Silva came up for his public examination.

The Official Receiver (Mr. Bruce Shepherd) conducted the examination. Mr. Robinson (instructed by Mr. Denny) appeared for Indian creditors and Mr. H. W. Looker also represented creditors.

The debtor was called and, in answer to Mr. Bruce Shepherd, said he was a clerk in the China Sugar Refinery, Limited, East Point. He had held the position for twelve years. His salary was \$150 a month and he had received that sum since 1884. He had no property beyond his salary. He had a wife and five children. He first got into difficulties in the latter part of 1891, when his first wife became ill and afterwards died; thus he incurred debts and borrowed money to pay them off. His wife was ill for about seven months. He borrowed further sums to pay off the first loans and interest. Captain O'Keefe lent him \$300, the security being a joint promissory note, which witness and a Mr. Herd signed. This was a friendly loan. Witness received \$140 and Mr. Herd received \$160. Mr. Herd had not repaid the \$160; he left the colony about six months ago and it was thought he was in Shanghai. The interest paid to Captain O'Keefe was 8 per cent. per annum. In 1893 and 1896 witness borrowed some money from A. Hing, an iron broker, at the rate of a little less than 50 per cent. per annum. He also borrowed about \$350 from a professional money lender named Makomed, signing a security for \$700 and receiving half the amount. The lender charged 120 per cent. per annum. Whenever witness borrowed money he paid over previous loans. He also signed security for \$180 and received \$100 from Cabal Singh, a professional money lender. He had also borrowed \$800 from another Indian at the rate of from 86 to 92 per cent. per annum. He did not think when he borrowed

money at such exorbitant rates of interest that he would be landed in the Bankruptcy Court. Captain O'Keefe was the first to sue and others followed, and so he had to go into the Bankruptcy Court. His liabilities amounted to \$2,643.5, and nearly the whole of that represented borrowed money. He had consented to pay \$50 a month until he had paid off 50 per cent. of his liabilities, and most of the creditors had agreed to that proposal.

By Mr. Robinson—Witness lived in Shelley Street and paid \$35 a month rent. He did not think that was an extravagant sum to pay as he did not think he could get a cheaper house. He paid his ricksha coolie \$5 a month. He expected the Court to believe that the debts were incurred solely owing to the illness of members of his family. The first debt amounted to \$300 and it had now grown to \$2,600 as he had never been able to overtake the original debt, although he did his best to do so. In those days he was paying \$45 a month for rent. Captain O'Keefe sued him for the full amount and interest. Captain O'Keefe received one sum as interest. Witness had no receipts and nothing to show that he had paid off any one debt with borrowed money. He had latterly paid \$80 a month to pay off interest. He did not consider he was swindling or robbing the Indians when he borrowed money from them in 1896.

His Lordship told Mr. Robinson not to use such a term as "robbing" unless he could show fraud or false pretence.

Mr. Robinson said that when the debtor borrowed money he must have known that he could not repay it.

His Lordship said professional money lenders were quite capable of taking care of themselves.

In answer to further questions witness said he was quite willing for his life to be insured for the benefit of his creditors. It was not correct that he received \$104 from Cabal Singh.

In answer to his Lordship the debtor said he married his second wife two years ago because there was no one to look after the children. The marriage cost a little over \$100.

The Official Receiver applied for the examination to be closed.

His Lordship granted the application.

Luiz de I. Barretto was next called for examination by the Official Receiver.

Mr. Robinson appeared for Indian creditors.

The debtor said he was a writer in the Naval Yard and had held the position nearly twenty years. His salary was \$120 a month less income tax. His debts amounted to \$4,544.88, including about \$1,500 secured on joint promissory notes. The great bulk of this money was borrowed from money-lenders since 1892. Some were paid off by money borrowed from money-lenders. The debts were incurred on account of the illness of his wife and daughter. He borrowed money from Cabal Singh at the rate of 180 per cent. per month. Witness was so pressed that he had to pay this high rate. Cabal Singh sued him and so he had to go into the Bankruptcy Court. He had paid sums each week to a creditor who had sued him, for the purpose of postponing the case from week to week. The comprador to the Naval Yard, who paid witness his salary, had lent him money at the rate of 180 per cent. per annum and deducted the interest from his salary. In this way from \$20 to \$30 a month had been deducted. The Naval authorities did not know of this system. Nine of the creditors belonged to the Asiatic Artillery. He proposed to pay his creditors \$40 a month until 50 per cent. of the debts had been paid; it would take four years to do that. In 1889 he was in difficulties and he executed a trust deed, but all those creditors had been paid.

The examination was closed.

C. A. Souza was the next debtor examined. He also is a writer in the Naval Yard, being in the same office as Barretto, the last named debtor. Witness said he had been in the Naval Yard twelve years. Before that he was a stock and share broker on his own account. His salary was now \$90. When he was a broker he made \$300 or \$400 a month, but the market went down and he lost all his money and got into debt. When he went to the Naval Yard he owed from \$1,700 to \$1,800. He bought shares as an investment, not as a speculation, and he borrowed money upon them. His present difficulty was caused by the death of his father, whose debts due to a money loan associa-

tion witness had to pay! That was in 1889, and the amount was over \$300. He paid these debts by borrowing other money. His total debts were now \$5,852.59, which was practically all borrowed money. He had also borrowed \$300 from the Naval Yard compradors, to whom he gave a promissory note for \$600. Of this there was owing \$480. Money lending was not allowed in the Naval Yard, and it was done without the knowledge of the authorities.

His Lordship said the authorities would know of the practice now.

Continuing, witness said he had borrowed \$1,235 from Mr. Guedes to pay off his Indian creditors, who charged \$120 to \$180 per cent. per annum.

The examination was closed.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on Thursday afternoon. Dr. J. M. Atkinson (Acting Colonial Surgeon) presided and there were also present—Hon. F. H. May (Captain Superintendent of Police), Hon. W. Chatham (Acting Director of Public Works), Dr. Clark (Medical Officer of Health), Mr. N. J. Ede, and Mr. H. McCallum (Secretary).

MINUTES.

The minutes of the previous meeting were read and confirmed.

PLAGUE IN BOMBAY.

From the 22nd April to 4th May, inclusive, there were 383 cases of plague in Bombay and suburbs and 311 deaths.

PLAGUE IN AMOY.

The Colonial Secretary forwarded the following telegram which he had received from the British Consul at Amoy—"Bubonic plague broken out at Amoy.—Gardner."

The following minutes were appended.

Mr. EDE—"Vessels coming from Amoy should certainly all be inspected immediately. But is it necessary to proclaim it an infected port in order to do this?"

The Medical Officer Health—"Recommend the Governor in Council to proclaim the port of Amoy as a place infected with plague. Medical inspection will then follow."

The Captain Superintendent of Police and the Acting Director of Public Works agreed with these minutes.

In answer to the PRESIDENT the SECRETARY said there was no letter from the Government giving particulars of the outbreak.

The PRESIDENT thought it would be well to ascertain the extent of the outbreak before taking steps. The Port Medical Officer in the meantime could be instructed to keep a close look out on ships coming from Amoy.

The suggestion was agreed to.

THE REMOVAL OF INFECTED PERSONS.

The Medical Officer of Health wrote suggesting that, in accordance with by-law 18 of the new by-laws made under section 13 of Ordinance 15 of 1894, the Sanitary Board should appoint the Civil Hospital and the Kennedytown Hospital as places to which officers of the Board may remove persons suffering from either bubonic plague, cholera, small-pox, or such other epidemic, endemic, or contagious disease as may be from time to time duly notified in the *Government Gazette*.

The PRESIDENT proposed that the suggestion be adopted.

The resolution was carried.

MORTALITY STATISTICS.

For the week ended 22nd May the death rate was 17.5, against 27.5 for the corresponding week of last year, and for the week ended 29th May the death rate was 18.5 as against 22.9 for the corresponding period of last year.

ADJOURNMENT.

The Board adjourned until next Thursday week, after considering in private the estimates for 1898.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following telegram from the Mines giving the result of the May clean-up—"The mill ran 20 days crushing 500 tons yielding 166 ozs. of smelted gold, 2,000 tons of headings crushed yielding 169 ozs.; yield from pockets 76 ozs. Fifty tons of concentrates calcined yielding 50 ozs. of gold."

HARBOUR DUES AND EXPENDITURE.

The following Commission issued by H.E. the Governor in Council is published in the *Gazette* :—

WILLIAM ROBINSON,
Governor.

Whereas it is expedient that a Commission be appointed to enquire generally into the charges levied by the Government on Shipping frequenting the waters of the Colony, and the items of expenditure or other charges on the Revenue of the Colony incurred by the Government in the interests or on behalf of the said Shipping and with special reference to the following questions :—

1. What sources of Revenue as detailed in the Estimates come under the heading of "Charges on Shipping"?
2. What items of Expenditure as detailed in the Estimates are incurred on behalf of Shipping?
3. Whether the original expenditure on buildings connected with—
(a) The Harbour Department;
(b) The Water Police;
(c) The Observatory;

was incurred on behalf of shipping? And whether interest on such original cost and a Sinking Fund to repay the same within a fixed term of years is or is not a legitimate annual charge on Shipping? And, if it is, what rate of interest should be charged, what term of years fixed, and what annual sum appropriated to a Sinking Fund?

4. Whether the original expenditure connected with—

- (a) building and furnishing with apparatus the various lighthouses, including the Gap Rock lighthouse.
- (b) furnishing the apparatus at the Observatory.
- (c) constructing the launches and boats belonging to the Harbour Department, the Water Police and other Government Departments.
- (d) constructing the Causeway Bay Harbour of Refuge.

was incurred on behalf of shipping? And whether interest on such capital sums thus expended and a Sinking Fund to repay the same within fixed terms of years, is or is not a legitimate annual charge on shipping? And if it is, what rate of interest should be charged, what terms of years fixed and what annual sum appropriated to a Sinking Fund?

5. Whether the original expenditure on the Harbour Dredger and the Hospital Hulk *Hygeia* was incurred on behalf of Shipping and whether interest on such original cost and a Sinking Fund to repay the same within a fixed term of years together with the annual expenditure in connection therewith is or is not a legitimate annual charge on Shipping? and if it is, what rate of interest should be charged, what terms of years fixed and what annual sum appropriated to a Sinking Fund and annual expenditure?

6. What proportion, if any, of the expenditure incurred by the colony on behalf of the Military Contribution, and of "Barracks Services" contribution should be assigned to Shipping?

7. What proportion, if any, of the loss resulting to the colony from the absence of Crown Rents and Assessed Taxes on Lands in the colony under Naval and Military occupation, should be assigned to Shipping?

8. How the expenditure of the colony connected with the Shipping frequenting Hongkong in future be met?

Now therefore I, Sir William Robinson, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same, in Executive Council assembled, do hereby under the powers vested in me by Ordinance 27 of 1886 entitled The Commissioners Powers Ordinance, 1886, appoint you :—

- 1.—Sir John Worrell Carrington, Knight, C.M.G., Chief Justice of Hongkong;
- 2.—The Honourable Thomas Sercombe Smith, Colonial Treasurer, a member of the Executive and Legislative Councils;

- 3.—The Honourable Dr. Ho Kai, a member of the Legislative Council;
- 4.—John Thurburn, Esq., Manager of the Mercantile Bank of India;
- 5.—Herbert Smith, Esq., of the firm of Messrs. Butterfield & Swire, Merchant;

to be a Commission for the purpose of instituting, making and conducting such enquiry. And I do hereby appoint you, Sir John Worrell Carrington, to be the Chairman of such Commission. And I do hereby appoint Mr. John Gerald Thomas Buckle to be the Secretary to such Commission. And I do hereby order and direct that the said Commission shall, for the purpose of making the said enquiry, have all such powers as are vested in the Supreme Court of the colony or in any Judge thereof on the occasion of any suit or action in respect of the following matters, viz. :—

The enforcing the attendance of witnesses and examining them on oath, affirmation, or otherwise;

The compelling the production of documents;

The punishing persons guilty of contempt; The ordering the inspection of any property with power also, for the purpose of this Commission, to enter and view any premises.

And I do hereby further direct that every examination of witnesses shall be held in private. And I do further require you to report to me evidence and your opinion thereon. And I hereby charge all persons in the Public Service to assist you herein.

Given under my hand and the public seal of the colony in Executive Council, this 5th day of June, One thousand Eight hundred and Ninety-seven.—By Command,

J. G. T. BUCKLE,
Clerk of Councils.

Council Chamber, Hongkong, 5th June, 1897.

THE OPENING OF THE WEST RIVER.

We have received from the Colonial Secretary's Office a copy of the following telegram which has been received from Her Majesty's Minister at Peking regarding the opening of the West River.—

"Chinese Government opening West River and Ports June 3rd. Until Consular Officers are appointed at New Ports, Consul Brennan is in charge of West River question.—MACDONALD."

[FROM A CORRESPONDENT.]

Canton, 7th June.

The Steamboat Company's steamer *Lungshan* returned safely to Canton last evening after making the voyage to Wuchow and being the first British vessel to enter and clear that port. She arrived there the day the port was declared open and left the following day with a hulk in tow for Samshui, where she arrived safely and moored the hulk on the morning of the 6th. Capt. Clarke, who was in command and has been looking after and making arrangements for the traffic of the combination Companies, says the trip was very interesting, as every facility was rendered him by all the officials, even to clear the vessel with passengers at the port of Samshui on Sunday.

The population at Wuchow are very peaceable, but I doubt if many of them understand what a change has come over their place. The lekin officials are the only people who thoroughly understand this.

At both Wuchow and Samshui all the high Chinese officials visited the Commissioners of Customs on the opening day. No Consuls have as yet arrived at these places, which seems a great pity.

The scenery on the river is perfectly lovely, but the weather at this time of year is rather warm.

The *Wing Tong*, from Hongkong and ports of call, arrived and left Samshui yesterday morning.

The *Lung Kiang* leaves here this morning for Wuchow.

Mr. W. Robinson, the musical conductor of Pollard's Opera Co., was thrown from his ricksha at Shanghai and sustained a fracture of the collar-bone.

HONGKONG VOLUNTEER CORPS.

PROMENADE CONCERT AND PRIZE DISTRIBUTION.

The popularity of the Hongkong Volunteer Corps was amply testified on Saturday night, when a promenade concert was given on the parade ground at head-quarters, the occasion being also marked by the distribution of prizes by His Excellency the Governor, Sir William Robinson, Honorary Colonel. There was a very large attendance, among those present in addition to the Governor being His Excellency Major-General Black, Major Sir John Carrington, Commandant, and quite a large number of officers of the garrison as well as the officers of the Corps. The ground was most prettily illuminated by Chinese lanterns and innumerable fairly lamps and a very convenient stage was erected in front of head-quarters, the whole scene being exceedingly picturesque. The evening was most enjoyably spent and the general opinion was that it is a pity a promenade concert is not given at the Volunteer head-quarters at least once a month. And it is a pity. The parade ground is admirably suited for a promenade concert and we feel convinced that if a concert was made a monthly fixture and the standard of Saturday night's excellence maintained such gatherings would be highly appreciated by the public and tend to further strengthen the ranks of the volunteers. The programme could not have been better chosen. There were six selections by the justly celebrated band of the West Yorkshire Regiment, under Mr. Bentley, and three vocal items of music, the singers being Messrs. J. Gilchrist, C. H. Lammert, and C. H. Grace, all of whom, notwithstanding the strong wind that occasionally blew in their faces, acquitted themselves in a most creditable manner. The selections by the band were of course a distinctly pleasing feature of the entertainment, the British Army Quadrilles especially receiving warm praise. This descriptive piece was most vividly performed, the advance of the English, Irish, and Scotch brigades, the last-named being composed of bagpipe players who will probably accompany the Volunteer Corps to the Happy Valley on Jubilee Day, being enthusiastically applauded, while realism was further promoted by a small section of the Volunteers firing carbines at the stage at which the battle takes place. We warmly congratulate all those who took an active part in making the concert the success it was.

During an interval Major Sir John Carrington said—Ladies and gentlemen, I now have pleasure in requesting His Excellency the Governor to be good enough to carry out his promise to distribute the prizes this evening. They are the prizes won in general competitions, including the carbine competition, the 64 pr. competition, the 7 pr. competition, for which last-named competition prizes were given by Captain Francis and myself; the Machine Gun Competition, for which a prize was given by Mr. Whitehead; and there is also a prize for volley firing given by His Excellency Major-General Black.

His Excellency the Governor—Ladies and gentlemen, everything his Honour the Chief Justice, the Commandant of the Hongkong Volunteer Corps, says to me is law, and therefore I came down from Craigieburn to-night with a very great deal of pleasure. I am very glad indeed to see Sir John Carrington here to-night, because at three o'clock this afternoon the worthy Commandant of the Volunteer Corps was, I am informed, very indisposed. We are all very glad to see him and his absence would have occasioned a very great deal of regret. (Applause.) Owing to the kindness of Lieutenant Wiley I have some notes before me, but it is impossible for me to read them as there is no light behind me. (Laughter.) The Volunteer season has been a very successful one indeed; the Corps having been blessed with very fine weather except on the occasion of the carbine competition. Then we have a hero amongst us who would have carried off half the prizes if there had not been a stipulation that he could not carry off more than two. The hero is Corporal Lammert. (Applause.) He is champion on this occasion and in addition to that he carried off two other

prizes. The 64 pr. competition at Stonecutter's Island was really a very good one and it will be generally acknowledged that Sergeant Hayward and his body of men who can make 8½ points out of ten in 11½ minutes are worthy of much praise. (Applause.) I saw part of the competition at Wongneichung Gap, when Lieutenant Macdonald's men won the prize with some very good shooting. Under the Command of Sir John Carrington, whom I appointed, and I shall always be proud to say I did appoint him, —(loud applause)—the Volunteer Corps has increased in numbers. On the 1st June, 1896, 122 men were enrolled and to-day, excluding signallers and trumpeters, of whom there are 17 in number, there are 143 men on the roll. (Applause.) But that is not the full complement and I am not at all sure that you ought to be "*nulli secundus in Oriente*" until your complement is complete. I trust that before I leave the colony at the end of this year I shall see a large number of additional recruits who have accepted the Queen's shilling from Major Sir John Carrington. (Laughter and Applause.)

His Excellency the Governor then distributed the prizes and to each winner he made a witty remark.

Major Sir John Carrington called upon the Volunteers to give three cheers for His Excellency the Governor to show their appreciation of his kindness in presenting the prizes.

The order was most heartily obeyed with three ringing cheers and the "tiger."

His Excellency the Governor, in reply, said—Although I shall soon be leaving you believe me I shall not forget the Hongkong Volunteer Corps. May it always be "*Nulli secundus in Oriente*." (Applause.)

The following was the programme of music:—

PART I.	
March.....	"Volunteers".....
Overture.....	"Zampa".....
Song.....	"Deathless Army".....
J. Gilchrist	
Intermezzo....	"Forget me not".....
Song (Cornet Solo)	"The Garden of Sleep" De Lara.
Song.....	"Anchored".....
C. H. Lammert.	
Quintett from "The Meistersinger".....	Wagner.
Song.....	"Romany Lass".....
Stephen Adams.	
C. H. Grace.	
Fantasia.....	"Maritana".....
Wallace.	
PART II.	
The British Army Quadrilles.....	Jullien.

The following is a list of prize winners:—

CARBINE PRIZES.	
200 yards Range Prize ...	Sergeant Smyth, M. G. Co.
400 yards Range Prize ...	Corporal Henderson, F.B.
500 yards Range Prize ...	Gunner Cotton, F.B.
Aggregate (Handicap) 200, 400 and 500 yds. }	1st prize, Corp. Lammert, M. G. Co.
	2nd prize, Corp. Henderson, F.B.
	3rd prize, Sergeant Hayward, F.B.
Recruits' Aggregate Handicap 200, 400, and 500 yards..... }	1st prize, Gunner Hornby, M. G. Co.
	2nd prize, Gunner Hart, F.B.
Officers' Cup Handicap, 200, 400, & 500 yds. }	Lieut. Maitland, M. G. Co.
Camp Gazette Cup (Grand Aggregate)..... }	Sergeant Lowrie, F.B.
Instructors' Prize.....	Q.-M.-S. Smith, R.A.
Ladies' Purse.....	Sergt. Smyth, M. G. Co.
Signallers and Trumpeters' Cup.....	Signaller Silas, F.B.
Volley Firing.....	No. 1 Section, Field Battery.
	(Lieut. Machell, Section Commander)

Consolation Prize, 150 yds.	Gunner Arthur, M. G. Co.
Inter-Corps Challenge Cup	Field Battery.
Championship M. G. Co.	Corporal Lammert.
Championship Field Battery.....	Sergeant Hayward.
Corps Championship.....	Corp. Lammert, M. G. Co.

GUN PRIZES.

64-pr. GUN COMPETITION.—No. 1 Sub-division, Field Battery.

(Sergeant Hayward, Gun Captain; Corporal S. W. Hayward, Bombdr. W. A. Stopani; Gunners J. S. Sanderson, C. Mc. D. Smart, A. Uphill, A. Ronald, H. B. Bridger, W. A. Bew.)

7-pr. GUN COMPETITION.—No. 3 Section, Field Battery.

(Lieut. Macdonald, Section Commander)

No. 5 Detachment:—Sergeant Lowrie (No. 1), Corporal Ewing, Bom. Stewart, Gunners White,

Gilchrist, Moller, Begley, Sayers, Moses, Belillos.

No. 6 Detachment:—Sergeant McPhail (No. 1), Corporal Henderson, Bom. Kutter, Gunners Crispin, Harman, Wilson, Sutton, Swanstone, Prosser, Egan.

MACHINE GUN COMPETITION.—No. 1 Gun, M. G. Co.

(Sergeant-Major Badeley, No. 1; Corporal Rankin, Gunners Arthur, Bowley, H. Humphreys, T. L. Stevens.)

THE DIAMOND JUBILEE STEAM-LAUNCH PROCESSION.

We are requested by Mr. Wodehouse to furnish the following particulars regarding the steam-launch procession:—

The details of the arrangements as published from time to time are subject to modification, and the latest publication represents the latest arrangements. A final programme will be issued in due course.

As already notified, the procession takes place on the night of the 22nd June and commences at nine o'clock. It will proceed through a double line of illuminated cargo boats commencing in the neighbourhood of Jardine's Wharf and terminating at Murray Pier. The cargo boats will be moored at a distance from each other of about twenty yards. Communication with the shore will therefore be possible throughout the day until the actual commencement of the procession.

All launches taking part in the procession are requested to assemble at Jardine's Wharf not later than 6.30 p.m. It is desirable where possible that a responsible European should be in charge of each launch.

People desirous of dining on board their launches can have access to the launches up to 8.30 p.m. They can provide their own means of access, such as gigs or sampans, and if possible a steam-launch will be told off in the western part of the town for the purpose of conveying people to the processional launches.

The signal for lighting up will be a rocket fired off from a conspicuous part of the harbour at 8.15 p.m. The signal for starting will be another rocket fired in the same manner at nine o'clock.

After reaching Murray Pier it is intended that the launches shall round the corner in two lines upon the pivot formed by the last boat of the illuminated line of cargo-boats and draw up bows on to the shore in a line extending from Murray Pier westward. This manoeuvre completed a display of lights from each launch with bouquets of rockets from various parts of the harbour and a gun from H.M.S. *Victor Emmanuel* with the National Anthem by the Band will close the proceedings.

So soon as the proceedings are ended launches can proceed from the usual wharves to witness the illuminations from the harbour.

The shipping in the harbour is cordially co-operating and it is anticipated that every ship that is anchored in the harbour on that night will make an effective display of lights, rockets, and lanterns.

Entries for launches taking part in the procession close on the 7th June. After that date a complete list of those entered will be published. Up to date they number seventy-two, and there will also be fifty boats illuminated with fish lanterns and towed by ten launches. These launches will all be illuminated solely with red lanterns, and the end of the procession will be brought up by the *Fame*, which, subject to the approval of the Dock Company, it is also proposed should be entirely illuminated with red lanterns.

With regard to the illumination of the launches, this, as has been already stated, is left to the taste and good pleasure of the owners. As, however, it is desirable that there should be uniformity in certain features of the decorations launch owners are requested to note:

That all lanterns forward of the wheel should be not higher than the gunwale nor lower than the awning. The object of this condition is to secure a proper lookout for the helmsman.

With the same precautionary object the side lights should be left open to view.

With a view to raising the line of vision, which with a long row of launches might be otherwise pitched too low, it is requested that each launch, subject to the consent of its

owner, have a bamboo pole attached to the forward part of the vessel. This pole should be some fifteen or twenty feet in height above the deck and be furnished with one or more yardarms. These could then be effectually illuminated according to the fancy of the owner and could be connected with the stern pole by strings of lanterns or decorated in a variety of ways that it is unnecessary to particularise. The width of the yardarms should not be greater than the width of the vessel.

The rows of boats forming the line of route will be decorated with either red or white lanterns, according to a design which has been exhibited to the launch owners. The boats in the harbour will also be decorated with the same colours.

Seeing that, if the processional launches were also decorated in the same manner, a risk would be incurred of a too uniform style of decoration, any launch owner who unaware of this arrangement had been proposing to use these colours may if he cares to do so obtain from Mr. Wodehouse lanterns of a different style of colour in exchange for an equivalent number of red or white lanterns. Mr. Wodehouse will be happy to receive applications of this kind up to the 18th June. He will also be glad to supply rockets and lights at their cost price. As, however, their number is limited early applications are recommended.

It will be remembered that each launch is desired to be furnished with a few such lights at least, for participation in the closing ceremony of the entertainment.

It is necessary to state that Mr. Wodehouse is not concerned with the illuminations on shore. The Jubilee Committee have invited the community generally to illuminate, and it is presumed that their invitation will receive the same cordial reception that has been accorded to similar invitations on past occasions, but Mr. Wodehouse has no personal knowledge of what is being done except that the Government have ordered the illumination of certain public buildings. It is certain that the line of Praya will be brilliantly illuminated and it is hoped that the colony will make an effective display.

The Messageries Maritimes mail steamer, the German mail steamer from Japan, and the Canadian Pacific mail steamer will all be in harbour on the 22nd June.

On behalf of the German mail steamship Messrs. Melchers & Co. have announced the intention of the Captain to take part in the illuminations of the harbour.

We are requested to state that a day rehearsal of the procession will take place under the command of Captain Rumsey, R.N., on Saturday, 12th June, at 5 p.m. All launches are requested to attend and to rendezvous in the neighbourhood of Jardine's Wharf.

DIAMOND JUBILEE SUBSCRIPTIONS.

The Hon. Treasurer begs to acknowledge with thanks the receipt of the following contributions, viz:—

Already acknowledged	\$46,061.42
Chinese Imperial Maritime Customs	3,000
Eastern Extension Telegraph Co.	500
Mercantile Bank of India, Ltd.	200
European Staff, Eastern Extension Telegraph Co.	160
P. & O. Office Staff	160
H. E. Sir William Robinson, K.C.M.G.	150
Drs. Hartigan, Stedman and Rennie	100
Kuhn & Komor	100
M. J. D. Stephens (specially subscribed for the Hospital for Women and Children)	100
Other members of the P. W. D. Staff	51.50
Hon. J. H. Steward Lockhart	50
C. Ewens	50
Dr. Paulun	50
E. S. Wheeler	50
Denison & Ram	50
Staff Victoria Gaol	50
Dr. J. M. Atkinson	30
G. H. Bateson Wright	30

Other members of the Supreme Court Staff	27
Other members of the Sanitary Board Staff	26.50
H. E. Wodehouse, C.M.G.	25
R. Murray Rumsey, R. N.	25
Marcus W. Slade	25
F. L. D.	25
Observatory Department	25
J. H. Cox	25
A. G. Wise	25
J. R. Crooke	25
Right Revd. L. Piazzoli	25
R. Chatterton Wilcox	25
Other members of Government Civil Hospital Staff	24.50
Dr. J. H. Swan	20
H. McCallum	20
F. B. L. Bowley	20
Dr. J. Bell	20
Capt. Loveband	20
F. Browne	20
W. S. Bamsey	15
E. W. Terrey	15
Paul Brewitt	15
O von der Heyde	15
Other members of the Registrar General's Office Staff	15
M. Fredericks	15
J. W. Norton Kyshe	15
A. Seth	15
F. A. Hazel and	15
Bruce Shepherd	15
Other members of the Victoria College staff	12
W. Chatham	10
C. Osmund	10
J. L. S. Alves	10
A. C. Botelho	10
J. C. L. Rouch	10
A. P. Guterres	10
E. A. Carvalho	10
A Friend through Dr. Bell	10
Other members of the Magistracy staff	10
Chan Kai Ming	10
W. J. Solly	10
C. C. Platt	10
J. G. T. Buckle	10
Dr. W. M. Clark	10
R. C. Dixon	8
L. G. d'Almada e Castro	5
F. Machado	5
W. McIver	5
J. C. Cunha	5
L. J. Lopes	5
J. Place da Silva	5
J. Pestonjee	5
Tsang Kit Fan	5
Cheng Ka Tsun	5
E. H. d'Aquino	5
J. M. Place da Silva	5
R. Moore	5
A. Barron	5
H. Dixon	5
J. Macdonald, Jr.	5
Other members of the Post Office staff	5
W. M. B. Arthur	5
Chan San	5
A. B. Sufflad	5
Luk King Fo	5
Sung Sing	5
Wong Win Chin	5
John Lee	5
C. C. Malsch	5
R. F. Drury	5
J. Xavier	5
G. W. King	5
Rev. W. Musson	5
Wong Lai Sang	5
D. Wood	5
Tse Tsan Tai	5
W. S. Bamsey	5
A. H. Hollingsworth	5
E. M. Hazeland	5
R. Chapman	5
A. Feltham	5
J. R. Lee	5
J. J. Clerihew	5
J. R. Grimble	5
J. Rennie	5
T. Hore	5
L. Brett	5
J. Reidie	5
J. T. Cotton	5
W. M. McAllister	5

William Fisher	5
Fred Fisher	5
W. J. McDonald	5
A. Watson	5
R. E. Belilios	5
E. J. Judah	5
H. Hyndman	5
J. Livesey	5
E. Jones	5
J. G. da Rocha	5
W. J. Tutchner	5
P. H. Rozario	5
2 Chinese Clerks of the Botanical and Afforestation Dept	2
	\$51,987.92

HONGKONG GOLF CLUB.

JUNIOR HANDICAP CUP.

The first half-yearly competition for the above (late the "Luffe's") Cup was concluded on the 2nd inst. and resulted in a win for Mr. W. Taylor, who defeated his opponent in the final by 3 up and 2 to play. Dr. N. J. Smith, R.N., of H.M.S. *Narcissus*, who got as far as the semi-final, and stood a good chance of taking the cup, was at the last unfortunately obliged to scratch. There were 19 entries, or about the same number as in November, 1896.

FIRST TIES.

Major Hanham, R.A. (21), Mr. E. F. Mackay, (20), Mr. W. J. Saunders (18), Mr. E. R. Morris (20), Mr. P. A. Cox (18), Mr. H. W. Slade (15), Lieut. Plumer, R.N. (15), Mr. G. Millward (15), Mr. C. W. Spriggs (15), Mr. P. L. Ingpen (18), Dr. N. J. Smith, R.N. (18), Mr. J. S. Bartrum (18), Mr. M. W. Slade (16) —byes.

Mr. M. D. Wood (15) beat Mr. H. W. Looker (20) by 5 up and 3 to play; Com. Taylor, R.N. (15) beat Mr. H. Smith (20) by 3 up and 1 to play; Mr. W. Taylor (18) beat Mr. H. Baxter (24) by 9 up and 7 to play.

SECOND TIES.

Major Hanham, R.A., beat Mr. E. F. Mackay by 3 up and 2 to play; Mr. W. J. Saunders beat Mr. E. R. Morris by 7 up and 6 to play; Mr. H. W. Slade beat Mr. P. A. Cox by 2 up; Lieut. Plumer, R.N., beat Mr. M. D. Wood by 1 up; Mr. W. Taylor beat Comr. Taylor, R.N., by 4 up and 3 to play; Mr. G. Millward beat Mr. C. W. Spriggs by 6 up and 5 to play; Dr. N. J. Smith, R.N., beat Mr. P. L. Ingpen by 8 up and 7 to play; and Mr. M. W. Slade scratched to Mr. J. S. Bartrum.

THIRD TIES.

Mr. W. J. Saunders beat Major Hanham, R.A., by 5 up and 4 to play; Mr. H. W. Slade beat Lieut. Plumer, R.N., by 5 up and 3 to play; Mr. W. Taylor beat Mr. G. Millward by 7 up and 6 to play; and Dr. N. J. Smith, R.N., beat Mr. J. S. Bartrum by 6 up and 5 to play.

SEMI-FINAL.

Mr. H. W. Slade beat Mr. W. J. Saunders by 1 up; and Dr. N. J. Smith scratched to Mr. W. Taylor.

FINAL.

Mr. W. Taylor beat Mr. H. W. Slade by 3 up and 5 to play.

GREEN ISLAND CEMENT CO., LIMITED.

An extraordinary general meeting of the Green Island Cement Co., Limited, was held on Saturday at the Company's Office, No. 9 Praya Central, to consider certain resolutions for increasing the capital of the Company. Mr. C. A. Tomes presided and there were present—Hon. C. P. Chater, Messrs. J. Orange, C. Ewens (Consulting Committee), F. J. V. Jorge (Secretary), J. H. Cox, E. Bischoff, E. W. Mitchell, G. T. Veitch, A. Coutts, G. H. Potts, Fung Wa Chuen, Ho Fook, G. Murray Bain, A. Babington, C. W. Richards, S. S. Benjamin, Ho Tung, R. K. Leigh, Leung Him Cho, Wong Hoi Chun, Hip Chee Fong, Ho Yam Nan, Leung Cheung Shin, and S. Kelly.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said—The resolutions you have just heard read are to give effect to the proposals submitted at the private meeting held on 20th ultimo and which were then approved of. As this is the first public meeting in con-

nection with the matter I will briefly explain the objects we have in view. The capital to be called up is for the erection of works in Hongkong on a larger scale than those we have in Macao. We have established our reputation for quality and now find we are far short of being able to supply the ever increasing demand. It is estimated that \$600,000 will be all that is necessary to raise in cash and this we propose to obtain in the way the resolutions are drawn. When the extension was first mooted it was thought \$600,000 was perhaps a larger sum than the Company by itself could conveniently subscribe and the General Managers thought they would lend encouragement to the scheme by contributing some of the capital independently and they made arrangements accordingly. Later when it was announced that another firm was intending to embark in the cement industry here they were induced to abandon their scheme and join forces with us in consideration of their being allowed an interest in our concern and on their part promising the Company their active and co-dial support. It was decided that the readiest way to carry out these ideas was to allot to the General Managers \$200,000 of the fresh capital and leave them to carry out the arrangements with the firm in question. In preparing the resolution we had to name a fixed date on which we could take from the register the names of shareholders who will be entitled to apply for the new shares and July 1st was chosen as likely to be the most suitable time. The transfer books will be closed then for a short time and as soon after as circumstances may demand the latest date for the receipt of application will be fixed and on application the first payment on the new shares will be made. In deference to the expressed opinion of some of the shareholders that the 10,000 shares to be allotted to the General Managers should not rank for dividend as regards the year 1897, I will state that whatever may accrue to these particular shares will be returned to the Company. I do it in this way because to alter the resolutions would entail a further delay in carrying out our plans.

The CHAIRMAN concluded by formally moving the adoption of the following resolutions:—

- (1)—That the Capital of the Company be increased to the sum of \$500,000 Hongkong Currency by the issue of Thirty Thousand New Shares of Ten Dollars each to be issued at a premium of Ten Dollars each, such Price of Ten Dollars each and also such premium of Ten Dollars each to be payable in such amounts, at such times and on such conditions as the General Managers shall from time to time determine.
- (2)—That Twenty Thousand of such new Shares be offered to the persons who on the 1st day of July, 1897, shall be the Registered Shareholders of the old or existing Shares in the proportion of one New Share for every old or existing Share and such offer shall be made by a notice specifying the number of New Shares which each such Registered Shareholder shall be entitled to take up and limiting a time within which the offer if not accepted in writing will be deemed to be not accepted, and all non accepted Shares shall be disposed of for the benefit of the Company on such conditions as the General Managers shall determine.
- (3)—That the remaining Ten Thousand New Shares be allotted to the General Managers, who have guaranteed to apply for and accept that number.

Mr. A. BABINGTON seconded.
Carried.

The CHAIRMAN—That is all the business, gentlemen. We will have to ask you to come again to confirm these resolutions in about a fortnight's time.

A military Court of Inquiry has been appointed to enquire into the whole question concerning the acceptance of fees in various departments in the garrison. We understand that the Court, which has Colonel Elsdale, R.E., as president, has already held one or two private sittings and that at the next sitting Colonel Gordon, who returned from the North on Monday, will be called as a witness. The appointment of the Court of Inquiry is a sequel to the disclosures made at the trial of Sergeant Fretter.

THE RAUB AUSTRALIAN GOLD MINING CO., LIMITED.

The following is the annual report:—

The Directors have the pleasure to present herewith the Balance Sheet and Profit and Loss Account for the year ending 31st March, 1897, the Singapore accounts incorporated therein having been closed on 28th February.

Various schemes for obtaining an increased gold output have engaged the careful attention of both the Brisbane and Singapore Boards, and it has been finally decided to add 40 stampers to the present battery, the whole plant to be worked by electricity.

To provide funds for this expenditure on Capital Account, the 10,000 unissued contributing shares were offered for sale by tender, and realised an average price of nearly £1 3s. 7d., or a premium of 9s. 9d. per share.

In accordance with the Articles of Association, all the Directors—Messrs. De Burgh Perse, Robert Phi p. George Frederick Scott, and James Forsyth, and the Auditor, Mr. T. A. Bond, retire, but are eligible for re-election, and offer themselves accordingly.

It will devolve upon the meeting to fix the Auditor's remuneration.

(Signed)

DE BURGH PERSE,
Chairman.

BALANCE SHEET FOR THE YEAR ENDING 31st MARCH, 1897. (Incorporating Singapore Balance to 28th Feb., 1897.)

LIABILITIES.		£	s.	d.
31st March, 1897.	Dr.			
To capital—200,000 shares at £1 each		200,000	0	0
Less unissued shares, 10,000 shares at £1 each		10,000	0	0
		190,000	0	0
Uncalled capital on 140,000 shares at 6s. 2d. per share		43,166	13	4
		146,833	6	8
To sundry creditors		549	7	8
To unpaid dividends:—				
Brisbane		65	16	6
Brisbane No. 3 dividend account		759	18	6
Singapore		47	1	0
Singapore		7,315	3	0
		7,362	4	0
To profit and loss		2,361	17	11
		£157,932	11	1

ASSETS.		£	s.	d.
31st March, 1897.	Cr.			
By mining property (nominal)		131,684	17	6
By machinery		£6,769	8	0
By plant		118	12	8
By tools, implements, & stores		1,182	0	0
By railway		2,947	8	0
By buildings		1,418	10	0
By quartz hoppers		135	0	0
By timber		27	3	0
By fuel		305	11	0
By furniture—Singapore and Raub		178	15	0
		13,082	7	8
By estimated value of 28th crushing, viz., 1,834 ozs. from 2,230 tons of stone		6,602	8	0
By balance to credit of No. 3 dividend account—				
Brisbane		759	18	6
By balance to credit of old dividend account—				
Singapore		47	1	0
By cash balance—				
Singapore		£5,639	1	8
Raub		13	1	11
Brisbane		103	14	10
		5,755	18	5
		£157,932	11	1

PROFIT AND LOSS.		£	s.	d.
31st March, 1897.				
To directors' and auditors' fees, salaries, charges, and interest		648	2	8
To wages and expenses at Raub, including cost of Singapore office, and directors' fees		15,163	12	1
To stores, tools, & implements		609	2	10
To fuel		1,863	6	7
To timber		422	16	2
		18,058	17	8
To depreciation—				
Machinery and plant		634	3	4
Buildings		86	11	6
Railway and quartz hoppers		322	7	6
Furniture (Raub and Singapore)		36	5	0
		1,079	7	4
To dividends—				
No. 2 dividend of 6d. per share		4,750	0	0
No. 3 dividend of 1s per share		9,500	0	0
		14,250	0	0
To balance down		2,361	17	11
		£36,398	5	7

1st April, 1897.		£	s.	d.
By balance down		4,269	16	1
By gold account—				
Net proceeds of 8,858 ozs. of gold from 14,096 tons of stone (including value of 28th crushing, viz., 1,834 ozs., from 2,230 tons of stone), after payment of Royalty, cost of transit, insurance, &c.		31,967	17	6
By rents received		160	12	0
		£36,398	5	7
By balance down		£2,361	17	11

The following is the mining managers' annual report for the year ending February 28th, 1897:—

Gentlemen,—In laying before you my report for the year under review, it affords me great pleasure to congratulate the shareholders on the steady improvement in the prospects of the different mines, and the large additions made to our ore reserves, which I now estimate at about 185,000 tons, and believe this to be greatly within the actual quantity available. This could have been largely increased if necessary.

The quantity of ore crushed during the year was 14,096 tons, yielding 8,858 ozs. 15 dwts. 12 grs. of smelted gold, being an average of 12 dwts. 13½ grs. per ton. This is an increase of 1,855 tons over the quantity crushed last year, and is due entirely to the facility of transport afforded by the railway. The yield is 2,635 ozs. 18 dwts. 12 grs. better. The greater portion of this ore has come from development work at Bukit Koman, and speaks well for the future of the mines.

The total quantity of ore crushed by the Company to date is 44,354 tons, yielding 29,214 ozs. 8 dwts. 0 grs. of gold, worth £103,781 12s. 7d.

The following are the details of the work done in the different mines during the year:—

RAUB HOLE.

In this section work has been confined to developing the main ore chute, which has now dipped away to the south of the No. 2 Shaft. This ore chute dips to the south at a uniform rate of 1 in 5. It has been worked out for a distance of over 800 ft., and shows no sign of giving out or getting poorer. At the date of my last report, the level at 216 ft. was being extended with the object of cutting the ore chute at this depth. This drive is now in 330 ft. from the crosscut, and has not yet cut the ore chute, but I am daily expecting it will do so.

At the date of my last report, the No. 1 Winze connecting the 120 ft. and 216 ft. levels was being sunk. This has since broken through, and a drive put in south from the winze on the course of the lode at 37 ft. down, and the ore chute was cut at this point. The chute of ore is as rich and large here as in any part of its course. We are now working the stopes above the back of this drive, which continue to turn out a fair quantity of first-class ore.

A second winze has been sunk at 234 ft. in to connect the intermediate drive with the bottom level, and we are now taking down the quartz in this winze. We have taken down the ore for 40 ft., and it continues to show good gold to that depth.

As soon as the ore chute is cut in the bottom drive, we shall start to stope away the ore from this block, which I estimate to yield from 4,000 to 5,000 tons of first-class ore.

After the chute is worked out to this level a different system will have to be adopted to follow it, as it will not pay to sink straight shafts to do so.

A good deal of prospecting work is being done in the 216 ft. level. A drive is being put in north on the lode formation. This drive is now in 120 ft. from the crosscut; the lode formation is about 6 in. wide in the face of the drive, but carries no gold. It is my intention to carry this drive back to the No. 1 Shaft, a distance of about 400 ft. from the crosscut.

The main crosscut is being extended west from the shaft, and is now in 125 ft. At this point a gold bearing formation 2 ft. wide has just been cut, but I cannot say much about it yet. This is a purely prospecting drive, and I intend to continue it until I cut the Western Lode line, about 500 ft. in. This drive goes right under the old original Raub Hole workings, so if the rich small leaders got in these workings, continue down, we should get them in this drive.

There are still a number of rich small cross-leaders to work in the old workings, but as we do not require the staff these can be worked at some future time.

BUKIT KOMAN.

The work of developing this great mine has been steadily carried on during the year, with very favourable results.

In the No. 1 Level, the main drive going north has been extended 265½ feet making total distance from the crosscut 469½ feet. The lode in this drive is from 20 feet to 46 feet wide, the whole of which is being sent to the mill for crushing. It was thought at first that there were two distinct lodes running parallel to each other, but subsequent exploration has proved it to be one great lode, which carries fair gold all through. No stoping has been done in this level for 300 feet. In the face of the drive, the lode is a good deal broken up. There is about 30 feet of crushing stuff, which carries very fair gold. Near the face of this drive, crosscuts were put in both east and west to test the country; that east was put in 49 feet; nothing was got in it, except plenty of water;—that to the west was put in 26 feet, 20 feet of this being in quartz leaders and blocks of quartz; the face of the drive being in clean country, I did not consider it advisable to go further.

I am now extending the main level and shall continue to do so.

Several short crosscuts have been put through the lode, and a drive 150 feet long driven on the west side of it, showing good gold the whole distance.

The main level going south has been extended 369½ feet, making the total distance from the crosscut 570½ feet. The whole distance has been in a lode from 12 feet to 15 feet wide, and carries good gold the whole way. The only work done over the back of this level for the last 400 feet is to bring in the leading stope for the purpose of ventilation. There are now about 200 feet of backs available for stoping over this part of the level, it being under the highest part of the hill.

I estimate that there is an average height of 130 feet of backs available for stoping, extending the whole length of this level, about 1,039½ feet; about one-fifth of this has been worked out. Taking the average width of crushing stuff at 12 feet x 130 feet, and deducting one-fifth as being worked out, gives 92,597 tons of crushing stuff available over the back of this level at the present time.

Both faces of the level are being extended in good payable ore, the lode in the north face being fully 30 ft. wide, and the south face 14 ft. The latter has 2½ miles and the former 3½ miles to go before arriving at the boundary. Every foot along the bottom of this level carries payable gold. At the date of my last report, the shaft had been sunk 108 ft. below the 146 ft. level; preparation was then being made to cut the Plat, and drive to cut the lode at 100 ft. below the No. 1 level. The lode was met with at 20 ft. in from the shaft, and the foot-wall reached at 31 ft. Where cut, the lode was 12 ft. wide in the back, and 14 ft. in the bottom of the level, the whole width carrying good payable gold. Drives were then started both north and south on the course of the lode; that going north is now in 81 ft. from the crosscut, and carries good payable gold all the way; the lode is solid and well-defined the whole way, and is now 9 ft. wide in the face, and making wider.

In the level going south there is about 4 ft. of mullock on the footwall side of the lode, which is being sent over the mullock tip as it carries no gold; outside of this, on the hanging side of the lode, is from 8 ft. to 10 ft. of quartz, which carries good payable gold all through. This level is in 101 ft. from the crosscut, and all quartz broken from here has been sent to the mill.

The footwall of the lode is clean and well defined, and has a nice soft flucan between it and the lode. It is one of the most permanent looking lodes I have ever seen, and looks as if it would continue as far as we like to follow it. The lode is very hard and solid, and Chinese miners can only make slow progress with the work. Rock-drills would effect a great saving in time in working this ground.

I have started to sink a winze to connect the No. 1 and 2 levels, 150 ft. south in the No. 1 level.

Taking the average width of the lode between the two levels at 10 ft., by the depth 100 ft. by the length of lode proved in No. 1 level, gives about 74,214 tons as the ore available between these two levels at the present time, and as these levels can be extended indefinitely, it is difficult to place a limit on the number of tons available. In making up this calculation I have made no allowance for the leader formation in the engine-shaft, but, as this belt of leader country is several feet wide and carries some very good gold, the tonnage available here is considerable. A new 10 ft. double-acting steam pump has been placed in the shaft to replace the former one. During the monsoon it has taken this pump all it could do to keep the mine free of water, the pump making from 30 to 40 strokes per minute, raising the water 220 ft. to the Adit.

During the months of November and December, over 19/20 of the ore crushed came from Bukit Koman, principally from the different drives, the average being over 15 dwts. per ton. As the quantity crushed was 2,407 tons I think this a fair test of its value.

It is my intention during the present year to sink the main shaft another 100 ft., and to start two new engine shafts,—one on Bukit Jellis Retchil, about 1,500 ft. north of present shaft; one about the same distance south on the south slope of Bukit Koman. These shafts will eventually be connected with the present Bukit Koman workings. As the old native workings are continuous over the whole of this distance, I have every reason to believe the lode will be continuous also.

This, with the workings at Bukit Jellis Besar and Bukit Malacca, will give over a mile of continuous workings.

BUKIT JELLIS BESAR.

Several years ago, a tunnel was put into this hill for a distance of 396 ft. on the course of the lode which traverses the hill from north to south. The lode in places is from 8 ft. to 10 ft. wide, and carries good gold all the way in. I estimate the ore broken from this tunnel to yield 10 dwts. to 12 dwts. per ton. There are about 250 tons stacked at the entrance to the tunnel; this could not be crushed, as there were no means of getting it to the mill before the railway was made. The entrance to the tunnel has been repaired and re-limbered, and all is now in order to start work at any time. There is a very large quantity of ore above this tunnel, which can be worked at a small cost. A small prospecting shaft, 7 ft. x 4 ft., clear of timber, has been sunk to a depth of 74 ft., to test the lode at that depth below the tunnel; should this prove the lode payable at this depth, I should have every hope of this becoming a second Bukit Koman.

BUKIT MALACCA.

At the date of my last report this shaft had been sunk to a depth of 64 ft., this has been continued to a depth of 143 ft. Considerable difficulty was experienced in sinking this shaft, owing to the heavy water met with in sinking, taking two 8 in. pumps working on a 3 ft. stroke, making from 40 to 50 strokes per minute, to keep the shaft free of water. Opening set was put in at 140 ft., and a crosscut carried in 72 ft. At 34 ft. in, the lode formation was met with; this proved to be over 30 ft. wide, composed of quartz leaders and slate. A little gold was got where the lode was first cut, but nothing payable. After passing through the lode, I came back and put in a drive on the course of the lode, on the west side, 57 ft. At about 30 ft. in this drive some very good gold was met with, but proved to be of limited extent; a little gold was got all along this drive, but I hardly think it is payable. There are about 150 tons of quartz which have come from these workings; they can be crushed and their value ascertained when opportunity occurs.

Owing to the heavy cost of keeping the mine free of water, and the difficulty of getting in firewood during the monsoon, I decided to close the mine down for the present. This place is certainly worth further prospecting, but the great difficulty is the heavy water to contend with.

A small prospecting shaft was sunk, 160 ft. south of the Engine Shaft, to a depth of 60 ft., partly through old native workings. A drive was put in east 65 ft., but nothing got in it; one was also put in west 78 ft., most of the way in quartz

mixed with slate, but no gold. Some very good prospects were got in leaders in the shaft, but they were not large enough to pay for working.

WESTERN LODGE.

A good deal of stoping has been done here during the year, and a large extent of new ground opened up, a good deal of which still remains to be worked. This lode is very irregular and patchy. At the end of 1896, not requiring the ore, as I could not crush what was coming from development work at Bukit Koman and Raub Hole, I decided to stop all work in the stopes, and push on with sinking the shaft. Sinking was started below the No. 2 Level on the 16th December last, and is now down 74 ft., making total depth from collar of shaft 239 ft. Opening sets have been placed in position, and we are now cutting No. 3 Plat at 70 ft. below No. 2.

I think it not advisable to place the levels too far apart owing to the irregular nature of this lode. As soon as the plat is finished, I intend driving to cut the lode, which I estimate will be cut at between 30 ft. and 40 ft. in from the shaft. As soon as this drive is finished, I intend to resume sinking the shaft for two more levels. Should the Raub Hole ore chute continue to this distance, about 1,000 ft., we shall be able to work a good extent of it from this shaft, at a depth of between 400 ft. and 500 ft.

When the above sinking is completed, and crosscuts driven to the lode, there will be a very large reserve of ore available in these levels.

BATTERY.

This has been kept going full time during the year, 14,096½ tons have been crushed, being 1,855 tons more than during the year previous. This is entirely due to having railway transport to the mill.

The average per ton is also better by 2 dwts. 11½ grs.

The following is the number of tons crushed from the different mines during the year:—

Bukit Koman	10,943½ tons.
Raub Hole, No. 2 Shaft	1,569 "
Western Lode	1,584 "

Total Tons ... 14,096½
giving a total yield of 8,858 ozs. 15 dwts. 12 grs. of smelted gold, being an average of 12 dwts. 13½ grs. per ton.

The number of tons crushed since the Company started work is 44,354, yielding 29,214 ozs. 8 dwts. 0 grs. of smelted gold.

The cost of crushing during the year under review is \$1.23 per ton, and the cost of transport from the different mines to the mill \$0.15, making the total cost of treating the ore from the time of leaving the mines \$1.38 per ton.

Several attempts have been made to induce parties to undertake the treatment of the tailings from the mill, but so far without success. In reference to extension of crushing machinery, I have nothing to add to my last year's report; in fact, I am more convinced than ever that what I then recommended was the right thing to do. It is much to be regretted that other opinions have been obtained. I think shareholders hardly realise the magnitude of the property they are dealing with. There is one thing certain, that if this property is to be more than scratched during the lifetime of the youngest shareholder, it will have to be worked on a more extensive scale than has yet been thought of.

The accompanying longitudinal plan of the Lease will give shareholders some slight idea of the great extent of land that has not yet been even touched, and also the small extent that has been worked of that opened up.

I also enclose working plans of the different sections of the mines, made up to date.

RAILWAY.

This has continued to work in a most satisfactory manner during the year, and has proved one of the best investments the Company ever made, in fact it would have been impossible to crush the quantity of stuff we have without it.

The following table will show the cost of mining, ore-raising, transport, and crushing for the year:—

Labour and European supervision	\$0.49 06
Firewood	50 16
Oil and Lighting	1 90
Mercury	6 09
Wear and tear, including shoes, dies, screens, liners, etc.	13 04

Sundries	3-05
Total cost of Crushing	\$1.23-30
Haulage from mines to mill	15-00
Cost of raising ore	5.23-00
	\$6.61-30

The whole of this has been charged to working expenses.

All improvements, development work and addition to machinery, have been paid for out of the earnings of the mine.

In addition to this, 135,000 tons of ore have been added to the reserve. This could have been made much larger if there had been any necessity to do so.

The whole of the machinery is in first-class working order, detailed statements of which, together with stock-sheets, you will find attached.

ELECTRIC INSTALLATION.

All the necessary surveys, levels, and gaugings for this work have been completed, together with plans and specifications, which have been sent to the Directors. I find from offers made by manufacturers, that the installation can be put in for fully 20 per cent. less than the estimate given in my last annual report. I have the honour to be, gentlemen, your obedient servant,

Wm. BIBBY,
Manager.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE SALE OF THE MOUNT AUSTIN HOTEL.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—Your correspondent who signs himself "Cost" has put an aspect upon the purchase of the Mount Austin Hotel which is the reverse of comforting to the civil community of this colony. If he is right in his contention that it does not pay to construct houses at the Peak unless for very high rentals it means that the less fortunate members of the community must remain below. Those poorer men and women whose chance is very remote of ever seeing their native land again except on a fleeting visit will have not only to spend weary years in a tropical climate, but will have to do so on the lower level. What a difference in the case of the soldier! He comes here a young man for a limited period and if by misfortune his health is impaired his country sends him home again.

Your correspondent suggests a remedy, that the public should buy back the Hotel from the military authorities. There are two difficulties to be overcome.

- 1.—To get enough money together to do it.
- 2.—To get the military authorities to part with their bargain.

As regards the first, it is confidently asserted by those in a position to know that if the public had been aware that they were likely to lose the Mount Austin Hotel the money would have been found to buy it. The public originally subscribed and lost about \$500,000 over this building and it will fairly be claimed that some consideration is due to them on that score alone.

As regards the second, would it be impossible to induce the military authorities to forego the bargain they have made, which will deprive the community of such a great public convenience and the colony of such an attraction to visitors as the Mount Austin Hotel, which is looked upon as a sanatorium by residents in Singapore, Saigon, Manila, Canton, and all surrounding ports.

A recent suggestion for the Jubilee anent the "Queen's Link" inclines one to think that Mount Cameron is an equally good if not better site for a military cantonment on the high levels, and such a site would be conveniently near the Happy Valley, which is now largely the military recreation and parade ground.

We would not be dealing with a commercial body who desire of make a profit, but with a great state department who, while acting from their own point of view, are not unmindful of interests other than their own.

I think the colony would do well to take this matter into serious consideration while there is still a chance of averting such a public loss.—Yours,

COLONIST.

Hongkong, 3rd June, 1897.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—One is getting rather tired of all this talk and correspondence on the above mentioned subject. I have a suggestion to make, which may settle the matter most satisfactorily for all parties, and be much cheaper than trying to buy back this, now much sought after, establishment (which I understand has been in the market for years.) Let those, and there seem to be a good few, who think the soldier demoralising and unfit for Hongkong (Peak) Society get up a round robin—call it the "Diamond Jubilee Round Robin"—and petition the Government to move the military altogether from the island. We didn't ask to come here, and I am sure we don't want to stay. I enclose my card and remain,—Yours,

A SOLDIER.

Hongkong, 7th June, 1897.

THE BALLOON ACCIDENT.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—It would be well if "Discord" and many others (who are ever ready to attack in a most offensive manner members of the military forces in Hongkong) would trouble themselves to ascertain facts before writing such unjustifiable letters, a specimen of which appeared in your paper of to-day's date. Even supposing there were military officers present and that they knew there was a hole in the balloon, it was not the duty or business of these officers to dictate to Mr. Spencer as to whether he should ascend or not, any more than it was the many hundreds of civilians who were as near and perhaps nearer the balloon than the officers. But it so happened that Mr. Spencer himself told many who were standing around him that there was a small hole in his balloon and expressed a hope that it would not become larger during his ascent. In conclusion I sincerely hope that the military officers will ignore the imputation suggested in "Discord's" letter and place it to the credit of his utter want of

COMMON SENSE.

Hongkong, 2nd June, 1897.

THE GREAT WESTERN RAILWAY AND THE BELGIAN LOAN.

Reuter tells us that an Imperial Edict has been issued at Peking sanctioning the arrangement made between H.E. Sheng and the Belgian Syndicate for the building of the Hankow railway. This may be so, for we know that H.E. Sheng received instructions by wire from the Tsungli Yamen to sign at Wuchang the preliminary contract. Even better terms were offered to H.E. Sheng by an English Syndicate including Mr. Ernest Hooley, Major J. E. Jameson, M.P., and Mr. E. H. Bayley, M.P., and H.E. Sheng was anxious to close with them; but H.E. Chang Chih-tung insisted on the Belgian terms being accepted, partly influenced by some outstanding matters in connection with the Hanyang Ironworks, and partly by his belief—for though very clever with his pen, he is not very well instructed in foreign affairs and he is very obstinate—that it was safer to put the railway in the hands of Belgium, as she is a small Power and cannot send ships and soldiers to China if anything untoward should happen. He cannot understand that the people with whom he has ordered Sheng to close are really French and Russians, Belgium being only the stalking-horse. Meanwhile we understand that the English and German Ministers at Peking have protested against the arrangement with the Belgian Syndicate being ratified, on the ground that every Power ought to be allowed to compete on the same level for the business, and this protest has been renewed since the news was received of the preliminary contract being signed. Whether their protest will prevent the contract being ratified at Peking, and we understand that members of the Belgian Syndicate are leaving

Shanghai immediately for the capital, remains to be seen; but we do not doubt that Sir Claude Macdonald will do everything in his power to get fair play for the English Syndicate, of which Mr. Hooley is Trustee.—N. C. Daily News.

THE SHANGHAI-WOOSUNG RAILWAY.

From inquiries made to-day regarding the progress of the work in connection with the railway between Shanghai and Woosung, we are glad to be able to state that the work is not at a standstill as was generally supposed. The engine shed is now being erected at Woosung, and the earthwork for the station there is also being laid. There were twenty-nine tenders sent in for three engines that are to be used on the line, and the American Trading Co. have secured the contract for £5,263; the work of constructing the six iron bridges has been given to Harkort Duisburg, Germany, for £1,430, three firms having tendered for it; eight tenders were received for supplying sleepers and rails, the highest being £35,650 by the Stalwerk Obeerhausen, Germany, and the lowest £28,750 by Mr. John Cockerill, of Belgium, but Sheng Taotai considers that they can be made much cheaper in Hanyang Iron Works and consequently the contract has not been given out. The cars will probably be made at Tientsin by the Chinese themselves.—China Gazette.

FOOCHOW.

29th May.

The week has been a busy one in tea. The coast steamer *Haitan* took away a small assortment of the new crop for transshipment to the mail steamer in Hongkong, and the following vessels are circulated to load for London; the *Kaisow* due 4th prox., the *Glengyle* due on the 6th, the *Sunda* about the 8th, and the *Benedi* on the 10th besides the *Oceana* on the 6th for Havre and Hamburg.

We learn that the Foochow Tea Improvement Company will shortly be registered as a Limited Liability Company with an increase of capital, but it is not yet known whether any of the shares will be offered to the public.

On Saturday last the body of the late Mr. Werner Krohn was found. A reward having been offered the river had been closely watched since the 4th February but all in vain, until, as mentioned, Saturday last. The body was discovered near the building on the river-side known as the Sugar factory about three miles from the Upper Bridge where the fatal accident occurred. This recovery, if nothing more, was some satisfaction to the family and friends of the deceased. The funeral took place the same evening at the Foochow cemetery, at which, judging from the overcrowded chapel and its portico, every member of the community must have been present to pay this last tribute of respect to the memory of a dear old friend. The Rev. F. E. Bland officiated. The coffin was covered by the German Consular flag, and this, with tasteful arrangement of the numerous wreaths and crosses of beautiful flowers which had been sent, produced an effect that was peculiarly striking. The unique characterisation of the ceremony by one present, as a "pretty funeral" was fully justified. The German Consul, Mr. Gustav Siemssen, was chief mourner.—Echo.

An alarming robbery was committed in the harbour at midnight on Wednesday. A rice junk was anchored off Stonecutters' Island when ten men who were in two boats suddenly sprang upon the deck and threatened the occupants, twenty-two altogether, with death if they raised an alarm. The robbers, who were armed with revolvers and knives, pillaged the boat and carried away clothing, jewellery, and money of the total value of \$180. A man who is supposed to have taken part in the attack on a junk in the harbour was arrested by the Chinese authorities at Samshuipo on Saturday. On Sunday he was handed over to the Hongkong police and on Monday he was taken before Mr. Wodehouse and remanded. When arrested a loaded revolver and some of the stolen property was found on the prisoner.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

Tientsin, 24th May.

Sport has for some time monopolized public attention, and the lay community is at present keenly excited over the most successful meeting ever held in the Far North. Hongkong is so full of enthusiastic racing men that I feel sure they will condone any possible offence in giving prominence to the subject. There is no accounting for the fact that Tientsin is for the nonce full of better ponies than it has ever previously possessed. Our course has been gradually improving for years, but no one would assert that within 6 or 12 months it has ameliorated so much as to account for the phenomenal advance we have now made on our past records. Temperature and climate strongly react on the China pony, but although these elements were also extremely favourable on the first day they were not so on the third, and were positively strongly adverse on the second. On the first day seven events went to seven different owners and to five jocks. As the appended summary shows the times were all good and two of them phenomenally so.

Spring Cup—1½ miles—Mr. Leo's *Mufti* (J. Krüger), 2 mins. 40½ secs.

Maiden Plate, ½ mile—Mr. Campbell's *Deerfoot* (C. R. Morling), 1 min. 31 2-5th secs.

Tze Chu Lin Stakes, ½ mile—Mr. Mankisch's *Bunder* (H. T. Allan), 59 1-5th secs.

Pei Ho Stakes, ½ mile—Mr. Tailai's *Morifund* (F. Sommer), 1 min. 30 secs.

Hsin Tai Hsong Souvenir, 1½ miles—Mr. Munthe's *Palo Alto* (J. Watts), 3 mins. 47 secs.

Visitors' Cup, 1 mile—Mr. J. M. Dickinson's *Stray Shot* (C. A. Macdonnell), 2 mins. 6 2-5th secs.

Northern Cup, 1½ miles—Mr. Hansler's *Guiding Star* (J. Watts), 3 mins. 16 4-5th secs.

In these seven events the local record was beaten four times, and as far as is known up here a China "record" was established by *Palo Alto* in the Hsing Tai Hsong Souvenir. This fine pony would also easily have won the Spring Cup had he got through at the right place. As it was there was a finish of four within a long head of each other—*Mufti*, *Palo Alto*, *Stray Shot*, and *Syonara*. All four subsequently distinguished themselves at the meeting. Monday's time on the Pei Ho Stakes (½ m.) was within 1-5th of a second of Hero's over the same distance. Had there been a close finish or had the jock known how near he was to fame he could easily have reduced the time by half a second; as it was he stopped riding.

The second day's summary was not so brilliant in times, but it was a day of heroic finishes, and *Palo Alto*'s second performance was really finer than his feat on the first day, for he carried 160lb. and the wind was strong and the weather execrable.

Tientsin Derby, 1½ miles—Mr. Campbell's *Deerfoot* (C. R. Morling) 3 mins. 20 3-5th secs.

Anchor Flag Cup, ½ mile—Mr. Tailai's *Moribund* (F. Sommer), 1 min. 33 2-5th secs.

Orange Blossom Cup, 1½ miles—Mr. Manton's *Syonara* (C. R. Morling), 2 mins. 43 secs.

Criterion Stakes, 1 mile—Mr. Dalton's *Nevermind* (J. Krüger), 2 mins. 12 1-5th secs.

Tientsin Stakes, 1½ miles—Mr. Tailai's *Osman* (F. Sommer) 3 mins. 55 2-5th secs.

Taotai's Cup, 1 mile—Mr. Heinemann's *Hauptmann* (W. H. Hunt), 2 mins. 12 secs.

Dalton Challenge Cup, 1½ miles—Mr. Munthe's *Palo Alto* (J. Watts), 2 mins. 41½ secs.

On this day again the seven events went to seven different owners, seven different horses, and five jockeys—an almost exact repetition of the first day.

The feature of the meeting was of course the Champions. In the field of eleven, eight ponies had already in the course of the three days beaten the average Champions' time (2:43 2-5th) and great things were expected in the presence of *Palo Alto*. He performed his four quarters in 30 2-5ths, 1:0 4-5ths, 1:33, 2:5 1-5th and seemed to be romping in as he liked when suddenly *Stray Shot* came in like a rocket, dashed passed the paragon, and won from him by three lengths in the splendid time of 2 mins. 37 secs. He lowered the local record by 5 secs. and that for China by 1. The excitement and jubilation were something to be seen.

Club Concordia Cup, 1 mile—Mr. J. M.

Dickinson's *Stray Shot* (A. McDonnell), 2 mins. 7 secs.

Sweepstakes, 1½ miles—Mr. Mowkisch's *Charger* (H. M. Drummond), 3 min. 16 4-5 secs.

Mongol Cup, ½ mile—Mr. Munthe's *Svend* (J. Watts), 1 min. 34 2-5th secs.

Compradore's Cup, 1½ miles—Mr. V. Green's *Last Toast* (W. H. Hunt), 3 mins. 22 2-5th secs.

Fly Away Cup, 7 furlongs—Mr. Edgar's *Tom Tit* (A. McDonnell), 1 min. 51 secs.

Consolation Stakes, 1 mile—*Free Lance* (J. W. Fenton), 2 mins. 9 1-5th secs.

Champion Stakes, 1½ miles—Mr. J. M. Dickinson's *Stray Shot* (A. McDonnell), 2 mins. 37 secs.

We have had the Russian Special Mission with us for two days. H. E. Prince Ughtomski and his suite have had a busy time receiving and returning calls. They visited the new school for teaching Russian to the Chinese, which was established last year as an annexe to the Naval College. They have been received not only with the most punctilious etiquette and courtesy by all the officials, but with an *empressment* which is extremely significant when contrasted with the off-hand reception of H. I. Highness the Grand Duke Alexander Nivlovich some years ago. The Admiralty Buildings were upholstered at enormous cost, a military guard (*horrible visu*) provided, guns fired, and music supplied galore. The Mission left for Peking by train on the morning of the 21st.

The metals are now down the whole way to the capital, and under favourable conditions one can go up in eight hours or even less. This is a great improvement on the two days' ride or the four days' "poling" in a river-boat. We shortly contemplate having the pleasure of seeing our diplomatic neighbours at our theatrical and social meetings. Even at the "crawl" which obtains on the existing lines the journey will not take much over three hours and a half. The secret of the present "pace" consists in mixed trains.

The Pao Ting Tu line is going steadily on. The fiasco in which the recent contract for rails ended was brought about by the Chinese authorities insisting on deferred payment by instalments. Messrs. Carnegie's agent refused to supply at the low figure tendered on such terms. The Chinese then tried Messrs. Buchheister with a similar result. The order at last went to the Princely House. It is understood that such very large sums have been spent in telegraphy over this business that the margin of profit is microscopic even to the successful. The unsuccessful have fallen back on the solace of a communicatory service.

The Golden Jubilee promises to be a great year in the history of foreign Tientsin. The extension of the Settlement is, *pace* Downing Street, an accomplished fact, though there is still a doubt how the F. O. will receive it. Our area will in the future be five times greater than at present, but it must be remembered that there is no "concession." The Chinese only assent to the amplification of British Municipal Government over the new surface. The German and (suppositions) Japanese Settlements are in *statu quo*. The Reichstag will not vote supplies for the development of the former, and somehow the Fatherland officials do not seem disposed to let private enterprise exploit the site.

Our French neighbours are also seeking to enlarge their borders, and will meet with no opposition from other nationalities in so doing.

Jubilee preparations are well in hand. They include the foundation ceremony of a general hospital to be built by British subjects only but to be maintained by general subscriptions; a children's fête, a gymkhana, a banquet, and fireworks.

A daring theft was investigated at the Police Court on 5th inst. A Spanish lady was making some purchases in a shop in Lyndhurst Terrace when a man entered and snatched her satchel, which she had left on the counter. The satchel contained \$15 and a number of tram tickets and very fortunately the owner happened to catch sight of the thief just as he had picked up the satchel. He was chased by an Indian shopman and after a long run was caught in Gutzlaf Street. The Magistrate sent the prisoner to gaol for six months with hard labour.

PEKING.

Peking, 20th May.

The new Chinese Imperial Post Office may be expected to take on fresh life and greater efficiency in the near future, as Sir Robert Hart has to-day despatched Mr. von Aalst to make a tour of all the ports and expectant post offices, to arrange for the proper management of the mails. Mr. von Aalst has had supervision of the system since its inception and knows all the detail of the service. Some even say he is personally responsible for the hideous sign that now stares the Inspector-General in the face every time he comes out his gate, from over the Post Office door directly opposite.

The Customs service is hoping that in view of the resignations of several of the older Commissioners lately there will be a corresponding series of promotions all along the line. Doubtless to some extent this will be so, but the I. G. skips men when he pleases and it is quite certain that some who are looking for a rise will be disappointed. Mr. von Grot's resignation, too, has left a vacancy in the Inspector-General's department that has temporarily been filled by Mr. Mayers, but it is uncertain that he will long occupy it.

The rumours that children are being stolen to lay under railroad sleepers to conciliate the "feng shui" element and give rapidity to the cars are still current and may be heard with numerous absurd variations and additions at any of the tea shops nightly, to say nothing of the old street vendors' gossip on the subject.

The Russian Princes are expected to arrive in the city to-morrow and officialdom is quite excited over their proper reception. Rumours on this subject too are numerous, and it is reported among the people that the Czar himself has come to do homage to little "Kuang Hsu."

A good story is circulating here about Sir Claude MacDonald. It seems that on his trip up from Shanghai he was the centre of a group of admiring compatriots to whom he was describing the utter stupidity of the Tsung-li Yamén. Why, do you know he is reported as saying "They actually don't know that Reuters is not a foreign country; they don't know the difference between Reuters and England." A Yankee globetrotter who was listening attentively, here drawled out with the proverbial usual twang, "Well, they may be don't know the difference between Reuters and England, Sir Claude, but they seem to understand pretty well the difference between Russia and England, as I take it." Then the silence became so intense you could have heard a house fall down.

The Legation people are all talking of moving to the Western Hills shortly. The spring has not been oppressively warm so far and residence in the city has not been unbearable, but the thermometer is beginning to flirt occasionally with the nineties which warns missionary and diplomat alike that health cannot be trifled with in this abominable city. The Methodist Mission people have all moved out and the Presbyterians are beginning to follow.

The railroad is now finished in the rough as far as the Yung Ting gate of the city, but tickets from Tientsin are only sold as far as Feng Tai, 18 li from the city. The railroad authorities should have an early morning train, say at five a.m., for Tientsin to connect with the 8 a.m. train for Shanhaikuan, so that passengers for that place as well as for the new seaside resort, Pei Taiho, could reach their destination in one day and save a night in Tientsin, as is necessary at present. Doubtless when the road is declared open for traffic the manager, Mr. Gollard, will consider this subject. One hears constant stories of the cheating of the ticket sellers at the stations in spite of the fare list posted or supposed to be posted in the stations. The squeeze system seems to be thoroughly incorporated in the present railroad management.

Mr. F. D. Gamewell returned on Wednesday from Pei Tai-ho, where he had been to oversee his residence now building. Mrs. Gamewell is reported to be suffering with sciatica at the seashore.

Mr. Sidney Mayers, of the British Legation, is off on a trip in the neighbourhood of Jeho, with several expectant mine operators.

HONGKONG.

Mr. Alex. Cunningham is at Pei Tai-ho superintending the building of houses for himself, Dr. Colman, Mr. Stanley, and others.

Mr. von Grot, lately of the Customs service, has gone to Tientsin to escort the Russian Princes to the capital and will remain with them as interpreter for some time. It is said he has accepted a position in the new Russo-Chinese bank. Sir Robert Hart has lost a valuable man in the comment of all.

Baron von der Goltz is expecting to go on leave in a fortnight, or as soon as Dr. Franke and his bride arrive to relieve him as interpreter at the German Legation.

The new Austrian Minister shocked Prince Kung tremendously by taking ten soldiers with him to the audience last week. Doubtless the poor Manchus feared he might capture the palace.

Mr. Smollett Campbell and family arrived yesterday, and will occupy the residence they formerly lived in next to Sir Robert Hart.—*Shanghai Daily Press* correspondent.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

A Sansz belonging to the district of Lotingchow has applied to the Canton Government to send soldiers to the district in question for the protection of the place. It is reported that robberies are often committed there. Robbers come forward in large bands and over ten houses are plundered every time. Often the robberies are committed in broad daylight and up to the present time not less than one hundred and twenty cases have been reported to the local Magistrate, who is unable to cope with the robbers, for he has a very small force under his command.

A Sansz named Lo has got permission from the Viceroy to run steam-launches between Canton and Wuchow. The steam-launches are only allowed to carry passengers and not cargo, for the officers say that the carrying of cargo by steam-launches will afford opportunities to them to evade the likin tax.

A good many merchants have gone from Canton to Wuchow to try their fortunes. Many houses and godowns are going to be built in the various newly opened ports. The prices of bricks and tiles are exceptionally high and the supply is not sufficient to meet the demand.

The followers of the notorious robber Chang Wau, who was fatally shot last year in Fa-nu district by the Canton soldiers, are waking up again. As the guard which was placed there for the defence of that place against Chang Wau and other robbers has been withdrawn the robbers are becoming very fierce. They force the well-to-do citizens in the neighbourhood to supply them with provisions and money, under threats of plundering their houses.

H.E. Yan Chung-lun, who got two months' leave, resumed his duties on the expiration of that period a few days ago. It is said that His Excellency sent some time ago an application to the Peking Government to be allowed to resign, but that his application has been disallowed.

A general holiday was observed on the 4th instant for the celebration of the dragon boat festival in Canton. Nearly all the shops stopped business. This year the dragon boats were not so many as in former years. The local Magistrates issued a notice sometime ago forbidding the dragon boat races, because fights often break out between the competing crews, resulting in loss of life.

The steamers which came in yesterday (says the *Shanghai Daily Press* of the 3rd May) and the day before report the densest fog that has been known for some time around the mouth of the river and to the south during the last few days. The *Kiangteen* was detained thirteen hours on her Monday trip, near the Saddles, the fog lying on the water, while the sun made it very hot on board. The *Pekin*, on the other hand, seems to have dodged it as she came in at her proper time. The Japanese mail did not arrive until yesterday noon, twenty-four hours late. The southern mails were all delayed, the English mail, due on Tuesday morning not arriving until late Wednesday evening.

Much rain has fallen during the past week and an ample water supply has been secured in the reservoirs. The preparations for the celebration of the Diamond Jubilee are being actively pushed forward and an unprecedented spectacle can certainly be looked forward to. The public subscriptions will amount to much over \$100,000 and the total is to be covered by a like sum by the Government. On Thursday last a meeting of the Sanitary Board was held. On Saturday it was decided at an extraordinary meeting of shareholders to increase the capital of the Green Island Cement Company, Limited. A most successful concert, at which prizes were distributed, was given at the head quarters of the Hongkong Volunteer Corps on Saturday evening. His Excellency the Governor, Sir William Robinson, distributed the prizes.

It is notified in the *Gazette* that Mr. D. Macdonald has been appointed Acting Assistant Superintendent of the Fire Brigade.

The appointment of Mr. F. G. Figg to be Acting Director of the Observatory during the absence of Dr. Doberk is gazetted.

It is notified that vessels entering the West River under the recent Treaty must carry either national register or special certificate.

Sentence of six months' imprisonment was on 2nd inst. passed on the thief who twice attempted to commit suicide after being arrested.

It is notified in the *Gazette* that the orders as to night passes and lights made by the Governor in Council on the 11th and 20th January, 1896, are revoked.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—J. Black, \$10.

The stamp revenue last month amounted to \$19,507, being a decrease of \$4,854 on the amount collected in the corresponding month of last year. \$4,730 of the decrease occurs under the head of probate.

It is notified in this week's Hongkong Volunteer Corps orders that members of the Field Battery desirous of going through a course of instruction in Maxim gun drill should send in their names at once.

The following telegram, received from H.B.M.'s Consul-General at Shanghai, has been transmitted to the Chamber of Commerce by the Colonial Secretary:—"Shanghai, 2nd June. Formosan ports, Amoy, Macao declared infected. Sanitary regulations 1896 in force."

Messrs. John D. Humphreys & Son inform us that they have received the following telegram from Australia:—"Eureka Mine 250 tons 136 ozs.; the recent working and developments satisfactory; the water is well in hand and there is no more to deal with than is useful; output steadily increasing."

The Rev. E. F. Cobbold, Chaplain of St. John's Cathedral, in his "Notes" for June makes the following announcement:—"The service at 11 a.m. on Sunday, June 20th, will be a special Thanksgiving Service to Almighty God for the long and glorious Reign of Her Majesty Queen Victoria. The words of the service, which will be similar to that rendered at the Jubilee, ten years ago, will be printed and distributed. It is a matter of great regret that the service specially authorised by the Archbishop has not arrived, and is not now likely to arrive in time; but we fortunately have the Accession Service in the Prayer Book, which can be made as suitable on this as on the last occasion of a similar kind. The service will begin with the National Anthem. A short sermon will be preached. The offerings will be given to the organ fund. It will be remembered that the organ was erected in 1887, and first used on Jubilee Day that year. It is known that the organ has just lately undergone very extensive repairs for which there is still a large debt owing of about \$1,800. It may not have occurred to all in the preparations being made to celebrate the Queen's "Great Jubilee," that this year sees the 50th anniversary of the erection of St. John's Cathedral. It is therefore hoped that those who attend the service, as well as those who may be unable to do so, will contribute liberally to the support of the Church's funds. In the communion service, at 7 a.m. and 8.30 a.m., the Collect, Epistle, and Gospel from the Accession Service will be used instead of those for the day.

On Thursday afternoon Mr. J. M. Armstrong sold by auction pieces of ground containing in all 32,452 square feet and situate in Pottinger Street, Praya Central, and Queen's Road Central. The property was bought by Mr. S. Rustomjee for \$410,100. The property includes the old Victoria Hotel and the reclamation rights.

A few days ago a man was sent to gaol for six months for attempted theft. After his arrest he twice tried to commit suicide, first of all by hanging himself and then by jumping into the sea from a launch while handcuffed. When before the Magistrate he begged to be hanged, but of course this request could not be granted. The man was an unusually determined fellow, for he committed suicide by hanging himself on the first night he was put into his cell at the gaol.

Football players and football spectators will regret the death, at the age of 27, of Mr. David Symington. The deceased died on Friday night of heat apoplexy, and the funeral took place at the Happy Valley on Saturday afternoon, a large number of his friends being present. He was an exceedingly good football player and assisted the Kowloon team in all the principal cup ties and matches played since he came to the colony. This year he was not in such good form on account of an injury to one of his legs, but he took part in the final cup tie between Kowloon and H.M.S. *Centurion*. His absence from the field of play will be keenly felt.

At the Shanghai Consular Court on the 3rd June, Percy Vincent, formerly employed as storekeeper in the service of the Canadian Pacific Railway Co. at Hongkong, was brought up to answer a charge of having stolen two boxes on the 18th of May, some cups and saucers, and a quantity of glassware, the property of his employers. Sergeant John Holt, of the Hongkong police, who had been sent up from the colony, produced a warrant for the accused, whom he identified. Accused made no statement and said he would reserve anything he had to say. His Worship committed the accused to prison, adding that he would not be surrendered for ten days, so that, if he liked, he could move for a writ of *habeas corpus* in the Supreme Court.

The following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st May, 1897, as certified by the Managers of the respective Banks, are published:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia, and China	\$2,125,474	\$1,200,000
Hongkong and Shanghai Banking Corporation	\$5,254,946	\$2,500,000
National Bank of China, Limited	\$ 363,810	\$ 205,000
Total	\$7,744,230	\$3,905,000

Two marine hawkers were charged at the Police Court on 2nd inst. with stealing a quantity of oil. The theft was committed under very mean circumstances. On the arrival of the steamer *Woosung* on Tuesday from Canton, where she had discharged a cargo of oil, the crew were given about forty gallons of oil which they had scooped out of the ship's hold. They made a bargain with the marine hawkers, who said they would give \$10 for the oil. The cook was sent ashore with the hawkers and the oil in order to get the money and on reaching the wharf at Winglok Street one hawker told the other to take the oil to Kennedytown. The cook, however, was a Shanghai man and could not speak Cantonese, the consequence being that he was ignorant of the nature of the order given. He and the hawker went ashore, but the man who was supposed to hand over the \$10 could not be found and the men returned to the wharf. Of course by this time the boat and the oil had gone and the hawker endeavoured to give the cook the slip, but he was caught by an Indian constable and taken to the police station. Inspector Witchell was informed of the circumstances of the case and under his instructions the other hawker was arrested and the oil recovered. The two prisoners were sent to gaol for six weeks with hard labour.

SHANGHAI, 3rd June.—(From Messrs. Noël Murray & Co.'s Piece Goods Trade Report).—The market, as expented, has ruled exceedingly quiet throughout the interval, the approach of the settling-day, apparently, exerting more than the usual amount of influence on the trade. It is very evident too that a good many Importers are having an unusual amount of difficulty in getting Indents cleared, particularly in Fancy Goods and White Shirtings, some of the operators of small and doubtful standing having left for parts unknown, while others are being subjected to the mercies of the Mixed Court, generally with very little satisfaction to the prosecutor however. One case has been brought prominently before the public this week by means of an advertisement in one of the daily papers, pathetically appealing to the leniency of Importers who have been assisting them to trade far beyond what their modest capital warranted. The persuasive manners of a special agent, who visited this Port last year on behalf of a Manchester Manufacturer, are answerable to some extent for the present trouble, the greater part of the shipments of fancy makes of White Shirtings, which he induced, being practically unsaleable except at a heavy loss, which consequently reflects on the sale of the regular cloths under old established chops. This trade will not stand rushing, it must be allowed to expand itself gradually and naturally. For the standard makes of Grey goods the market is undoubtedly steady, though quiet at moment, somewhat accentuated at the close by the weaker Exchange. Where holders are willing to accept current rates it is not difficult to effect sales, but they cannot be replaced at anything approaching those prices in most cases. Forward business has consequently been practically at a standstill; the way in which some indentors have paid up, however, for special cloths shows there is some confidence in an improvement in the future. Transactions in American goods have mostly been for forward delivery, but a respectable parcel of Drills has been bought from stock chiefly for shipment to Newchwang, which market has taken a fair quantity during the last ten days. There is no special feature of interest to note with regard to the other markets, all of which are quiet at present. The heavy rains in the Hankow district have come to an end at last, but the Yangtze is rising rapidly and floods are feared. Local Industry.—The difficulty in getting operatives is somewhat retarding the progress of some of the Foreign Mills, the total number of spindles running at present not being much over 55,000. Overtures are being made, it is remoured, with one or two Foreign Firms to take over some of the Native Mills that have been in operation for some time past with very indifferent success owing to the systematic squeezing which appears to be inseparable with a native enterprise. Indeed it seems not improbable that

all the mills will be under Foreign control in the near future. Meanwhile, judging by the market prices of the shares, the public appear to have great confidence in these ventures.

Metals.—(From Messrs. Alex. Biefield & Co.'s Report) 4th June.—Owing to the approach of one of the Chinese settling days, the 5th of the 5th moon, business has been exceedingly quiet during the week. There is absolutely no demand for goods, and though most of those who cannot take up invoices ordered are willing to make good any loss sustained, so gloomy is the market that goods cannot be disposed of at any price, even by auction. Deliveries have been very slow, and importers are at their wits end to save themselves.

JOINT STOCK SHARES.

HONGKONG, 8th June.—The market remains steady with a fair business and no important changes to report.

BANKS.—Hongkong and Shanghai have changed hands at 184, 183, and 185 per cent. prem. for cash, closing quieter at 184. The latest London rate by private advices is £41 10s. Nationals continue to be enquired for without bringing out sellers and the rate has risen to \$23. Bank of Chinas still out of the market.

MARINE INSURANCES.—Continue dull and more or less neglected, small sales of Yangtszes and North Chinas in the North constituting all the business under this heading.

FIRE INSURANCES.—Hongkongs have ruled steady with a small business at \$352½, at which shares are still wanted, whilst at \$355 they are obtainable. China Fires have been the medium of a fair business at \$103 and \$104, closing with sellers at the latter rate.

SHIPPING.—Hongkong, Canton and Macaos, with the actual opening of the West River to traffic on the 3rd inst., have been dealt in at gradually advancing rates in fair quantities. In the early part of the week shares changed hands at \$35½ and later at \$35½ and \$36 for cash, whilst several transactions were put through at \$36 and \$36½ for delivery 30th inst., and at \$36½ for 31st July. Market closes quieter at \$35½. Indo-Chinas have continued neglected and dull with sellers and but few sales, market closing with sellers at \$47. China and Manilas have ruled firm but without any transfers. Douglasses are reported to have changed hands at \$67 and \$66, but the market is quiet and more or less nominal at those rates. China Mutuals unchanged and without business.

REFINERIES.—China Sugars after further small sales at \$145 rule weaker with sellers at \$144. Luzons have continued in demand at quotation with sales and close firm.

MINING.—Punjoms, which were ruling very steady during the early part of the week at \$9, have again receded to \$7½ consequent upon the receipt of news of a very disappointing May crushing, totalling 461 oz., of which 76 oz. were obtained from a pocket. Shares have changed hands during the week at \$9, \$8½, \$8½, \$8½, and \$7½, the market closing quiet. Charbonnages remain steady but neglected at quotation. New Balmorals have been dealt in to a fair extent at \$2.70 and \$2.60 for preferences and at \$2.20 to \$2.40 for ordinaries. Jelebus have ruled steadier and in some demand at \$2½. Raubs continue firm and in favour with sales at \$29, \$29½, and \$30, market closing quieter at \$29½. Oliver's have ruled quieter with sales at \$23 for A's and \$8½ for B's. A telegram to the Managers reports a crushing of 250 tons yielding 136 oz. gold.

DOCKS, WHARVES, AND GODOWNS.—Business under this heading continues dull and more or less neglected; small cash sales of Hongkong, and Whampoa Docks at 245 and 244 per cent. prem. and of Kowloon Wharves at \$65½ and \$66 are all the transactions that have been reported. Wanchais continue to be enquired for at \$43½ without bringing out any shares.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue dull and unchanged with buyers at \$78 and sellers at \$78½. Hotels have changed hands in fair quantities at \$49, market closing steady. West Points have found further buyers at \$19.75 and \$20, closing firm at latter rate. Humphreys after further sales at \$8½ and \$8½ have touched \$9 with sales; shares, however, are still obtainable at the last named rate. Kowloon Lands continue steady with small sales at quotation.

MISCELLANEOUS.—Green Islands have been on offer for the week at \$40 without leading to business. Watsons have changed hands in small lots at \$12.50 and \$12.60. Ropes at \$174, Electrics at \$8.10, Tramways at \$105, \$106, and \$107, and Ices at \$113. Cotton Mills all show a further advance with fair business.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		[\$355, sellers]
Hongkong & Shanghai...	\$125	184 7/8 prem.—
China & Japan, pref.	£5	nominal
Do. ordinary...	£1 10s.	nominal
Do. deferred...	£1	£5
Natl. Bank of China		
B. Shares	£8	\$23, buyers
Founders Shares...	£1	\$20
Bell's Asbestos E. A. ...	£1	\$9, sellers
Brown & Co., H. G. ...	\$50	(in liquidation).
Campbell, Moore & Co.	\$10	\$3½
Carmichael & Co.	\$20	\$3
China Sugar	\$100	\$144, sellers
Dakin, Cruick's & Co.	\$5	(in liquidation).
Dairy Farm Co.	\$5	\$5, nominal
Fenwick & Co., Geo. ...	\$25	\$29, sellers
Green Island Cement...	\$10	\$40, sellers
H. & China Bakery ...	\$50	\$33, buyers
Hongkong & C. Gas ...	£10	\$110, buyers
Hongkong Electric ...	\$8	\$8.10, sal. & buyers
H. H. L. Tramways ...	\$100	\$107, sales & buyers
Hongkong Hotel	\$50	\$19, sales
Hongkong Ice	\$25	\$113, sales & buyers
H. & K. Wharf & G. ...	\$50	\$63, buyers
Hongkong Rope	\$50	\$174, sales & buyers
H. & W. Dock	\$125	244 p. ct. prem.—
Insurance—		[\$430]
Canton	\$50	\$182½
China Fire	\$20	\$104, sellers
China Traders'	\$25	\$6, buyers
Hongkong Fire	\$50	\$353, buyers
North-China	£25	Tls. 185
Straits	\$20	\$19, sellers
Union	\$25	\$227½, sellers
Yangtze	\$80	\$155
Land and Building—		
H. Land Investment...	\$50	\$78, buyers
Humphreys Estate...	\$10	\$9, sales & sellers
Kowloon Land & B. ...	\$30	\$17, sales & buyers
West Point Building	\$40	\$2, sales & buyers
Luzon Sugar	\$100	\$5½, buyers
Mining—		
Charbonnages	Fcs. 500	\$100, sellers
Jelebu	\$5	\$2.25, sal. & buyers
New Balmoral	\$1	\$2.30, sellers
Do. Preference ...	\$1	\$1.50, sales
Oliver's Mines, A. ...	\$5	\$23
Do. B. ...	\$2½	\$8, sellers
Punjom	\$4	\$7½
Do. Preference...	\$1	\$2.25, sellers
Raubs	13s. 10d.	\$29, buyers
Steamship Coys.—		
China and Manila ...	\$50	\$75, buyers
China Mutual Ord...	£5	£2 10s.
Do. Preference...	£10	£7, buyers
Douglas S. S. Co. ...	\$50	\$66, buyers
H., Canton and M. ...	\$15	\$35½, sellers
Indo-China S. N. ...	£10	\$47, sellers
Wanchai Warehouse Co.	\$37½	\$43½, buyers
Watson & Co., A. S. ...	\$10	\$12½, sales & buyers

J. Y. V. VERNON, Broker.

SHANGHAI, 4th June.—(From Messrs. J. P. Bisset & Co.'s Report.)—Business has been chiefly confined to Cotton Mill shares, with some transactions in Indo-China S. N. and Sugar shares. Banks.—Hongkong and Shanghai Banking Corporation.—No business has been reported on our market during the week. Bank of China and Japan deferred shares are offering at £5. Marine Insurance.—Business has been confined to Yangtszes at \$157½ for 30th current, and \$158 cash. Straits are offering at \$18. Fire Insurance.—There is no change to report. Shipping.—Hongkong, Canton and Macao Steamboat shares were sold, and are wanted, at \$35. Indo-China S. N. shares were sold at Tls. 35 cash and Tls. 35/34½ for the 31st July, but the market afterwards recovered, and business was done at Tls. 36 cash, Tls. 37½ and Tls. 38 for the 31st July, and Tls. 41 for the 31st December. Cash shares are wanted at Tls. 36. Sugar Companies.—Perak Sugar Cultivation shares were placed at Tls. 31, and are wanted at the same figure. China Sugar Refining shares changed hands at \$147 cash and \$148/148½ for the 30th current. Luzon Sugar shares sold at \$49 cash, and \$50 for June, and shares are wanted. Docks, Wharves and Godowns.—Shares in S. C. Farnham & Co. were placed at Tls. 184 cash, and Tls. 188 for September delivery, Shanghai Engineering and Dock shares, ordinary at Tls. 106 to Tls. 107 cash, Tls. 107½ for the 30th June, and Tls. 111 for the 30th September, while Founders'

shares changed hands at Tls. 350, Tls. 375, and Tls. 380. Shanghai and Hongkew Wharf shares were placed at Tls. 122½ cash, Tls. 124 for August, and Tls. 126 for September. Industrial.—In Cotton Mill shares, Ewas were sold at Tls. 112 to Tls. 113½ cash, Tls. 115 for 16th June, Tls. 118 for the 30th June, and Tls. 115/116 for 31st July. Internationals at Tls. 117 to Tls. 122½ cash, and Tls. 127½ for the 31st August. Laou-Kung-Mows at Tls. 122½ to Tls. 126 cash, Tls. 125/126 for the 30th June, and Tls. 127/123 for the 31st July, and Soy Chees at Tls. 570 to Tls. 585 cash, and Tls. 542½ for the 31st August. Shanghai Ice shares were placed at Tls. 126. Tugs and Cargo Boats.—Shanghai Tug Boat shares were sold at Tls. 215. Miscellaneous.—Tobacco shares, business was done in Sumatras at various rates from Tls. 107 to Tls. 110 cash and Tls. 112 for the 30th June, the cash closing rate being Tls. 109, and in Langkats at Tls. 555 cash, Tls. 610 for the 31st October, and Tls. 625 for the 30th November. Quotations are:—

Hongkong and Shanghai Banking Corporation. —\$355.
Bank of China, Japan, and The Straits, Limited, deferred shares.—£5.
Bank of China, Japan, and The Straits, Limited, ordinary shares.—Nominal.
Bank of China, Japan, and The Straits, Limited, pref. shares.—Nominal.
National Bank of China, Ltd.—\$21.
National Bank of China, Ltd., Founders.—\$100.
Union Insurance Society of Canton, Ltd.—\$230.
China Traders' Insurance Co., Ltd.—\$78.
North China Insurance Co., Ltd.—Tls. 185.00.
Yangtze Insee. Assocn., Ltd.—\$158.
Canton Insurance Office, Ltd.—\$185.
Straits Insurance Co., Ltd.—\$18.
Hongkong Fire Insurance Co., Ltd.—\$350.
China Fire Insurance Co., Ltd.—\$101.
Hongkong, Canton and Macao Steamboat Co. —\$35.
Indo-China Steam N. Co., Ltd.—Tls. 36.00.
Douglas Steamship Co., Ltd.—\$65.
China Mutual Steam Nav. Co. pref. shares.—Tls. 50.00
China Mutual Steam Nav. Co. ord. shares.—Tls. 22.00.
Perak Sugar Cultivation Co., Ltd.—Tls. 31.00.
China Sugar Refining Co., Ltd.—\$147.
Luzon Sugar Refining Co., Ltd.—\$49.
Sheridan Consolidated Mining and Milling Company, Limited.—Tls. 2.00.
Punjom Mining Co., Ltd.—\$8.
Punjom Mining Co., Ltd., pref. shares.—\$1.85
Jelebu Mining & Trading Co., Ltd.—\$2.20.
Raub Australian Gold Min. Co., Ltd.—\$24.
Boyd & Co., Ltd., Founders.—Nominal.
Boyd & Co., Limited.—Tls. 207.50.
S. C. Farnham & Co.—Tls. 184.00.
Hongkong and Whampoa Dock Co., Ltd.—\$428½.
Shanghai & Hongkew Wharf Co.—Tls. 122.50.
Hongkong and Kowloon Wharf and Godown Company, Limited.—\$64.
Shanghai Land Investment Co., Ltd. (fully paid) —Tls. 90.00.
Hongkong Land Invest. & A. Co., Ltd.—\$77½.
Kowloon Land & Building Co., Ltd.—\$16.
Humphreys Estate and Finance Co., Ltd.—\$8½.
Shanghai Gas Co.—Tls. 230.00.
Major Brothers, Limited.—Tls. 42.50.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 113.50.
International Cotton Man. Co., Ltd.—Tls. 122.50.
Laou-kung-mow Cotton Spinning and Weaving Co., Ltd.—Tls. 126.00.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 565.00.
Shanghai Ice Company.—Tls. 125.00.
Shanghai Tugboat Co., Ltd.—Tls. 216.00.
Taku Tug & Lighter Co., Ltd.—Tls. 108.00.
Shanghai Cargo Boat Co.—Tls. 190.00.
Co-operative Cargo Boat Co.—Tls. 175.00.
Shanghai Waterworks Co., Ltd.—Tls. 810.00.
Shanghai Sumatra Tobacco Co.—Tls. 109.00.
Shanghai Langkat Tobacco Co., Ltd.—Tls. 550.00.
Shanghai Horse Bazaar Co., Ltd.—Tls. 76.00.
J. Llewellyn & Co., Limited.—\$55.00
Hall & Holtz, Ltd.—\$37.50.
A. S. Watson Co., Limited.—\$12.25.
Bell's Asbestos Eastern Agency, Ltd.—\$9.00.
Hongkong Electric Co., Ltd.—\$6.00.

TONNAGE.

SHANGHAI, 4th June (from Messrs. Wheelock & Co.'s report).—Rates of freight homewards remain unchanged. For New York there is a desire to put up the rate to 30/0 for general cargo, but we think that the existing opposition, which seems now to be an established service, will prove a serious hindrance to any such step. For New York via Cape.—The *Guan Mackenzie* left here on the 29th ultimo with 1,000 tons on board at a very poor rate, and with only 500 tons awaiting her in Hongkong and nearly all her lay days expired, we fear this venture will

prove anything but remunerative to her charterers. At present there is no ship on this berth. Rates of freight are:—London, by Conference Lines, general cargo 3s.; waste silk 87s. 6d.; tea 40s.; Northern Continental ports, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 40s.; New York via London, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 47s. 6d.; Baltimore via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Königsberg via London, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 47s. 6d.; Manchester, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Liverpool, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 47s. 6d.; Hamburg, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 40. Above rates are subject to a deferred return, as per Conference circular. Havre, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 37s. 6d. net; Genoa, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 37s. 6d. net; Marseilles, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 37s. 6d. net; New York, by sail, nothing loading; New York via Pacific, 3 gold cents. per lb. tea; New York via Suez, 22s. 6d. per ton general cargo; 30s. tea; Boston, 30s. per ton general cargo; Philadelphia, 30s. per ton general cargo. Coast rates are:—Mojito to Shanghai \$1.65 per ton coal. Nagasaki to Shanghai \$1.55 per ton coal. Newchwang to Kobe 21 cents. Newchwang to southern ports 23 cents. Wuhu to Canton 17 candareens.

CLOSING QUOTATIONS.

TUESDAY, 8th June.
EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/11½
Bank Bills, on demand	1/11½
Bank Bills, at 30 days' sight	2/0
Bank Bills, at 4 months' sight	2/0½
Credits, at 4 months' sight	2/0½
Documentary Bills, 4 months' sight	2/0½
ON PARIS.—	
Bank Bills, on demand	2.50
Credits, at 4 months' sight	2.54
ON GERMANY.—	
On demand	2.03
ON NEW YORK.—	
Bank Bills, on demand	49½
Credits, 60 days' sight	49½
ON BOMBAY.—	
Telegraphic Transfer	163½
Bank, on demand	164½
ON CALCUTTA.—	
Telegraphic Transfer	163½
Bank, on demand	164½
ON SHANGHAI.—	
Bank, at sight	73½
Private, 30 days' sight	74½
ON YOKOHAMA.—	
On demand	par.
ON MANILA.—	
On demand	2 % pm.
ON SINGAPORE.—	
On demand	par.
SOVEREIGNS Bank's Buying Rate	9.89
GOLD LEAF, 100 fine, per tael	50.50

VESSELS ON THE BERTH.

For LONDON.—*Ulysses* (str.), *Hyson* (str.), *Sunda* (str.), *Borneo* (str.), *Kaiser-i-Hind* (str.).
For BREMEN.—*Doreatha Rickmers* (str.), *Preussen* (str.).
For VICTORIA.—*Victoria* (str.).
For SAN FRANCISCO.—*Doric* (str.).
For MARSEILLES.—*Turbo* (str.).
For NEW YORK.—*Silk* (str.), *Glan Mackenzie*.
For AUSTRALIA.—*Taiyuan* (str.).
For TACOMA.—*Olympia* (str.).
For SEATTLE.—*Matsuyama Maru* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.
HONGKONG.

June—

ARRIVALS.

- 2, Smit, Dutch str., from Foochow.
- 3, Hsinfung, Chinese str., from Shanghai.
- 3, Ask, Danish str., from Haiphong.
- 3, Kiangpak, Chinese str., from Canton.
- 3, Wingsang, British str., from Canton.
- 3, Hong Leong, British str., from S'pore.
- 3, Germania, German str., from Chinkiang.
- 3, Pakshan, British str., from Bangkok.
- 4, Anping, Chinese str., from Canton.
- 4, Sungkiang, British str., from Manila.

- 4, Esmeralda, British str., from Manila.
- 4, Namoa, British str., from Coast Ports.
- 4, Kong Beng, British str., from Bangkok.
- 5, Oscarshah, Norw. str., from Canton.
- 5, Kanagawa Maru, Jap. str., from Kobe.
- 5, Haimun, British str., from Tamsui.
- 5, Amara, British str., from Amoy.
- 5, Clara, German str., from Hoihow.
- 5, Loongmoon, German str., from Shanghai.
- 6, Hiroshima Maru, Jap. str., from Moji.
- 6, Hsinfung, Chinese str., from Canton.
- 6, Krim, Norw. str., from Hongay.
- 6, Matsuyama Maru, Jap. str., from Kobe.
- 6, Onsang, British str., from Iloilo.
- 6, Poseidon, Austrian str., from Kobe.
- 6, Thales, British str., from Taiwanfoo.
- 6, Turbo, British str., from Shanghai.
- 6, Doric, British str., from San Francisco.
- 6, Bidston Hill, Brit. 4-m. bk., from N. York.
- 7, Hongkong, French str., from Haiphong.
- 7, Guthrie, British str., from Sydney.
- 7, Dorothea Rickmers, Ger. str., from Moji.
- 8, Taisang, British str., from Canton.
- 8, Tetartos, German str., from Saigon.
- 8, Nanchang, British str., from Canton.
- 8, Oceanien, French str., from Marseilles.
- 8, Glengarry, British str., from London.
- 8, Sydney, French str., from Shanghai.
- 8, Chunsang, British str., from Canton.
- 8, Loyal, German str., from Newchwang.
- 8, Meefoo, Chinese str., from Shanghai.
- 8, Suisang, British str., from Calcutta.
- 8, Wally, German str., from Moji.
- 8, Asloun, British str., from Singapore.
- 8, Wosang, British str., from Tientsin.

June—

DEPARTURES.

- 3, Rohilla, British str., for Europe.
- 3, Taichow, British str., for Bangkok.
- 3, Taisang, British str., for Canton.
- 3, Kwanglee, Chinese str., for Shanghai.
- 3, Victoria, Swedish str., for Kobe.
- 3, Whampoa, British str., for Australia.
- 3, Hailong, British str., for Swatow.
- 3, Hsinfung, Chinese str., for Canton.
- 4, Kiangpak, Chinese str., for Swatow.
- 4, Ariel, Norwegian str., for Chefoo.
- 4, Progress, German str., for Touron.
- 4, Mathilde, German str., for Haiphong.
- 4, Ancona, British str., for Yokohama.
- 4, Devawongse, British str., for Bangkok.
- 4, Eliz. Rickmers, Ger. str., for Bangkok.
- 4, Idzumi Maru, Jap. str., for Kobe.
- 4, Nagato Maru, Jap. str., for Shanghai.
- 4, Wingsang, British str., for Shanghai.
- 5, Triumph, German str., for Hoihow.
- 5, Germania, German str., for Canton.
- 5, Vulcan, Norw. str., for Yokohama.
- 5, Ellen Rickmers, Ger. str., for Saigon.
- 5, Hailan, French str., for Pakhoi.
- 5, Airlie, British str., for Port Darwin.
- 5, Menmuir, British str., for Kobe.
- 5, Anping, Chinese str., for Shanghai.
- 5, Hong Leong, British str., for Swatow.
- 5, Ingraban, German str., for Saigon.
- 5, Smit, Dutch str., for Kobe.
- 6, Amara, British str., for Canton.
- 6, Ask, Danish str., for Hoihow.
- 6, Donar, German str., for Singapore.
- 6, Keongwai, British str., for Swatow.
- 6, Namoa, British str., for Coast Ports.
- 6, Oscarshah, Norw. str., for Port Wallut.
- 7, Reike Rickmers, Ger. str., for Shanghai.
- 7, Loongmoon, Ger. str., for Canton.
- 7, Preussen, German str., for Shanghai.
- 7, Haimun, British str., for Swatow.
- 8, Sungkiang, British str., for Manila.
- 8, China, German str., for Saigon.
- 8, Catherine Apcar, British str., for Calcutta.
- 8, Hiroshima Maru, Jap. str., for Bombay.
- 8, Hsinfung, Chinese str., for Shanghai.
- 8, Oceanien, French str., for Shanghai.
- 8, P. C. C. Klao, British str., for Bangkok.
- 8, Tailee, German str., for Swatow.
- 8, Turbo, British str., for Manila.
- 8, Loyal, German str., for Canton.
- 8, Wosang, British str., for Canton.

PASSENGER LIST.

ARRIVED.

Per *Taisang*, str., from Shanghai, &c.—Messrs. O'Connor and Halgraves.
Per *Empress of China*, str., from Vancouver—Mr. and Mrs. S. L. Gracey, Mr. W. T. Gracey, Mr. and Mrs. S. P. Gracey. From Yokohama—Miss F. S. Wetmore, Miss A. Williams, Messrs. F. Salinzer and Fleet. From Nagasaki—Capt. A. Tillett. From Shanghai—

Messrs. A. Haupt, E. Guillaud, H. Neville, M. J. D. Stephens, and V. F. Senna.

Per *Hsinfung*, str., from Shanghai—Mr. Williams.

Per *Hong Leong*, str., from Singapore—Mr. Ballantine, Mrs. Muscatt.

Per *Sungkiang*, str., from Manila.—Messrs. D. Soutar, D. de Souza and R. S. Hubbell.

Per *Esmeralda*, str., from Manila.—Mrs. M. Parson, Miss H. Parson, Messrs. Felix Ullmann, Olive Kingcome, George Moxon, Jose Alemary Gruet.

Per *Namoa*, str., from Coast Ports—Mr. Humphrey.

Per *Kong Beng*, str., from Koh-si-chang—Mr. Samuel.

Per *Haimun*, str., from Coast Ports.—Messrs. Morrison, Blanchard and Cameron.

Per *Kanagawa Maru*, str., from Kobe for Hongkong.—Mr. and Mrs. Jas. Baggaridge, Mrs. Ah Sung and Mr. Chin Tong. For Singapore.—Mr. K. Sirai. For Marseilles.—Messrs. Paymaster Suyemori, T. Takagi, and Drs. S. Imai, K. Tano and A. Sada. For London.—Miss N. Pallister, Mrs. Crawford, and children, Messrs. J. Simpson, S. Naito and J. Shimura.

Per *Hiroshima Maru*, str., from Moji for Bombay—Rev. and Mrs. Fox and child.

Per *Thales*, str., from Taiwanfoo, &c.—Messrs. Akubo and Gamon.

Per *Loongmoon*, str., from Shanghai—Mrs. Irgens and child, Messrs. Anton Tich and Forest.

Per *Doric*, str., from San Francisco &c.—Mr. and Mrs. H. Van Vlotens, Dr. and Mrs. F. R. Day, Messrs. Henry Waterhouse and Albert Waterhouse, Rev. Jos. Gouter, Mr. and Mrs. Geo. Eckley, Rev. Geo. R. Vallings, Col. C. S. Gordon, Mr. and Mrs. Jose Moreno Lacalle and child, Misses Lacalle (3), and Master Lacalle.

Per *Guthrie*, str., from Australia—Messrs. Duff and Levisohn.

DEPARTED.

Per *Haitan*, str., for Amoy—Messrs. Mehta and J. H. Lewis. For Foochow—Mr. Yuen Pang Po, Masters Rozario (2), Messrs. J. G. Schutte and P. N. Noltine.

Per *Victoria*, str., for Dayton, Ohio—Dr. and Mrs. Doberek. For Tacoma—Mr. H. Scott. For Yokohama—Mrs. Porter, Mr. K. W. Mounsey. For Shanghai—Messrs. A. Waley and E. V. Brennan, Capt. Vandin, Mr. and Mrs. Angusteren, Messrs. E. Sabbione, Fung Ling, On Tsung Ling, Islooshu, Nan Yen Shee, Sen Bing Lee, and Sun.

Per *Rohilla*, str., from Hongkong for Singapore—Capt. H. Langhorne, Mr. O. S. Corps. For Bombay—Messrs. S. D. Mooshee and J. M. Vajifdar. For London—Mr. W. C. Thomson, Commander W. Wyley, R.N. From Yokohama for Port Said—Mr. and Mrs. Terry. For Penang—Mr. de Mornay. For London—Mr. D. Marsden. From Nagasaki for London—Messrs. L. B. Giles and Walter Bugg. From Shanghai for Singapore—Mr. and Mrs. A. F. Slater, Mr. Wiseman, and Miss de Basagoiti. For Marseilles—Mr. C. N. Tonningsen. For London—Miss C. Kingsmill, Mrs. Wong and children, Messrs. G. R. Fryer and B. C. Waters.

Per *Ancona*, str., from Hongkong for Nagasaki—Mrs. Matsushaki Kei. For Kobe—Messrs. P. M. Harter and A. J. de Souza. For Yokohama—Act. Lt. A. H. Rostron, R.N.R., and Mrs. Edey. From Colombo for Yokohama—Messrs. A. J. Carter and J. C. Salford, Mr. and Mrs. Ritcher.

Per *Wingsang*, str., for Shanghai—Mrs. and Miss Parson, Mr. and Mrs. Hippisley, and Mr. Moorhouse.

Per *Airlie*, str., for Sydney, &c.—Mrs. E. Robinson and child, Miss Robinson, Mr. and Mrs. Richard Young, Mr. and Mrs. Porter, and Miss Godfrey.

Per *Namoa*, str., for Amoy—Mr. Osawa. For Foochow—Mr. and Mrs. Gracey, Mr. and Mrs. Gracey, Junr., and Mr. Gracey.

Per *Preussen*, str., str., for Shanghai from Hongkong—Messrs. E. de Aparice, L. Martel, and J. Hellemans, Mr. and Mrs. Klamberg.

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